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SHANGHAI PARLEY

THE JAPANESE
WITHDRAWAL.

SUPERVISION
SUGGESTED.

Sir Miles Lampson's
Proposals.

Shanghai, To-day.

According to well-informed authorities, Sir Miles Lampson's proposals which were accepted by China and Japan suggests the deletion of two clauses in the Assembly resolution. Firstly — that empowering the Mixed Commission to declare at the request of one of the parties the moment when the Japanese withdrawal can reasonably be effected, and, secondly, that the decision of the Mixed Commission be taken by a majority vote.

In lieu of these, Sir Miles suggests that the Mixed Commission be charged to supervise the withdrawal of the Japanese troops and report any neglect of either side to comply with reasonable recommendations and that there be an addendum to the truce agreement to the effect that the resolution of the League will be complied with, only when the Japanese troops are completely withdrawn. — Reuter.

STOP PRESS

Mr. Wodehouse
Retires.

The China Mail learns to-day that Mr. Peter Peveril John Wodehouse, C.I.E., acting Deputy Inspector-General of Police, and a brother of P. G. Wodehouse, the famous author, is retiring from the Hong Kong Police Force on May 21, after nearly thirty-five years' service.

Joining the Government in June, 1897, as Student Interpreter, Mr. Wodehouse became Assistant Superintendent of Police in 1901. In 1919, he was honoured with the C.I.E. and in 1920, he was acting C.S.P. (now I.G.P.) on three occasions.

HONOUR'S INQUIRY.

Honolulu, To-day.

In his closing address in the "Honour Slaying" trial the Public Prosecutor discredited the evidence of Massie whom he depicted as a vain egotistical man who "lied like a gentleman" but who could not hide behind his mother-in-law's skirts. Pointing to Mrs. Massie the Prosecutor shouted "They sacrificed that girl for his ego." He declared that Massie and Admiral Pratt both believed in Lynch Law. He asked for a unanimous verdict of "guilty." "We do not ask for vengeance but demand only justice." — Reuter.

GENEVA CONFERENCE BLOCKED

TARDIEU'S ILLNESS
SUSPENDS
ARBITRATION

DISARMAMENT CONFERENCE

U.S. SECRETARY OF STATE TO
RETURN HOME.

London, To-day.

The enforced rest of the French Premier, M. Tardieu, which he is taking owing to laryngitis, may be a blessing in disguise, as it is averting the open avowal that the check at Geneva is owing to M. Tardieu leading a life of hyper-bustle, covering the triangle of Paris, Geneva and Belfort and coping with strenuous electoral tussles and vital diplomatic negotiations simultaneously.

During the sixty hours he spent in his constituency he addressed meeting for over forty-five hours in the open air. He is certain of re-election and can direct his campaign from his Paris flat, but his inability to keep the rendezvous at Geneva on Friday with Mr. Ramsay MacDonald, Mr. Henry L. Stimson and Dr. Bruening may have a far-reaching effect, as Mr. MacDonald and Mr. Stimson are the arbiters between M. Tardieu and Herr Bruening on the question of disarmament.

Mr. Stimson's Departure.

This arbitration is, at least for the present, temporarily blocked, as Mr. Stimson will not wait any longer at Geneva. He is leaving on Friday for the Riviera, en route for home. Mr. MacDonald cannot stay indefinitely at Geneva.

It is doubtful, in any case, whether a real rapprochement

could be obtained, as since Hitler's victory at the polls, there is a determined opposition to making any more concessions to Germany.

Conference Off.

Paris, Yesterday.

Mr. Stimson has sent a message to M. Tardieu regretting that they cannot re-meet to resume the discussions of important matters that they had already considered.

He regrets that health compels him to leave Geneva as soon as possible and gives the assurance that the American delegation at Geneva will do everything in its power to carry on his labour in the spirit which has hitherto animated the discussions.

Mr. Ramsay MacDonald telegraphed to M. Tardieu expressing his very deep regret at his illness and wishing him a complete early restoration to health. — Reuter.

WANG'S
APPOINTMENT
AS HOME MINISTER.

No Acceptance Yet.

Shanghai, Yesterday.

General Wang Shao-hung is said to be still undecided whether to accept the Nanking Government's offer to appoint him Minister of Home Affairs in succession to Marshal Feng Yuxiang. General Chang Wei-cheung, head of the Cantonese Aerial Forces is approaching the Nanking Government in an effort to have the Chinese Air Force strengthened by purchases of foreign machines.

It is reported in Canton that General Chan Chai-tong, the Commander-in-Chief, will, on his return from Hong Kong, make a survey of the North and East River districts. He may also take part personally in the suppression of bandits on the East River.

JAPAN'S ATTITUDE
ON TREATIES.

Statement in Commons.

Rugby, Yesterday.
Captain R. A. Eden, Under Secretary for Foreign Affairs, questioned regarding the Japanese attitude towards the Manchurian question, said that the Japanese Government had declared that Japan was fully prepared to stand by her obligations under the Treaty.
So far as he was aware the Japanese Government regarded the

RESIGNATION OF
DR. SZE.

Caused By Poor
Health.

REST CURE IN SPAIN.

London, Yesterday.

Dr. Alfred Sze, Chinese Minister to London, has returned from a prolonged rest cure in Spain. He is now at the Legation clearing up arrears of work pending the arrival of his successor, Mr. Quo Tai-chi, Vice-Minister of Foreign Affairs.

Dr. Sze informed Reuter that he had resigned for purely health reasons and that his resignation was accepted on the condition that he will resume diplomatic service when he has recovered.

He is going to Malaga to continue his medical treatment. — Reuter.

[Dr. Alfred Sze has had a long and distinguished career in the Chinese Diplomatic service. He recently played a prominent part at Geneva during the Sino-Japanese disputes. He has also served as Minister to Washington and attended the Washington conference of 1922.

He was born in 1876 and received much of his education in America. He was a delegate to the Peace Conference in Paris.]

Treaty as applicable to Manchuria but maintained that Treaties which relate to China must necessarily be applied with due regard to the state of affairs from time to time prevailing in that country. — British Wireless Service.

IMPORT DUTIES IN BRITAIN.

Statement of
Policy.

TO REMAIN FIXED.

London, Yesterday.

Recently imposed import duties should not be reduced during the next twelve months according to Major Colville, Secretary of the Department of Overseas Trade, who declared, in the House of Commons, that the Import Duties Advisory Committee had been advised to that effect. The only modification of this policy, he stated, would be when reductions of import duties in England would bring corresponding reductions in the import duties of other countries thus stimulating export trade.

The Colonial Secretary, Sir Philip Cunliffe List, said he was in constant touch with all the Colonial Governors on the possibilities of the extension of trade between the Dominions and Colonies.

The General Council of Trade, in congress, appointed J. Bromley, Chairman, and Walter Currie, secretary, as advisers to accompany the Government delegation to the Ottawa Conference.

AN EMPIRE
CURRENCY.

To Be Discussed at
Ottawa.

CANADA'S INTENTION.

London, To-day.

The Toronto Financial Times states that the question of Empire currency is to be fully discussed at the Ottawa conference. Proposals are to be submitted to the effect that banks of the British Empire should carry a minimum of 10 per cent. and a maximum of 40 per cent. of the gold value of their metallic reserves in silver. This is urged

JAPANESE CAVALRY ENTER
HAILIN

MAIN FORCE HELD UP BY
RAILWAY DAMAGE.

BANDITS CONTINUE ACTIVE ALONG
C.E.R. LINES

Harbin, To-day.

The Japanese occupied Hailin on Tuesday night when their cavalry entered the city.

The main force was held up because the line was torn up for a considerable distance.

It is reported that the Japanese military authorities have now taken over the section of the Chinese Eastern Railway between Shihtowhotse and Hengtaohotse and are running trains there.

Meanwhile, bandits are very active. The failure of the C.E.R. to pay twenty thousand dollars into the war chest of one of the gangs of bandits led them to attack the C.E.R. timber concession near Shihtowhotse. They looted all the houses and set on fire the huge timber stocks, which are burning furiously. — Reuter.

Use River Boats.

The Nakamura troops were loaded into twenty-two river-boats converted into ironclads, each mounting two field-guns and escorted by four Manchukuo gunboats.

The armada is steaming cautiously through the floating ice owing to reports that the insurgents have laid mines in the river.

Minor operations to crush the guerrillas in other districts are also making progress.

Capture Hengtaohotse.
Harbin, Yesterday.
The Japanese forces to-day occupied Hengtaohotse, which had been held by the Chinese troops.

IRELAND AS INDEPENDENT REPUBLIC

DE VALERA READY TO LEAD
MOVEMENT

COSGRAVE DESCRIBES OATH BILL
AS ACT OF CHICANERY.

Dublin, Yesterday.

"The moment the people are ready to stand for an Independent Republic we are quite ready to lead them," declared Mr. de Valera, moving the second reading of the Bill for the removal of the Oath of Allegiance.

He said that the Oath blocked the way to national unity, willing obedience to the law, so that Government by coercion was the result. The deletion of the Oath from the Constitution was quite consistent with the position of the Free State as a co-equal partner in the British Commonwealth, for the British House of Commons and the Legislatures of Canada, Australia and South Africa could table a similar legislation. He certainly would not be drawn into negotiations with Britain on the matter.

Treaties as a rule were not part of the Constitutional Law of countries, and anyway the removal of the Oath did not violate the Treaty with Britain.

"The Bill is one of the greatest pieces of political chicanery in history," declared ex-President Cosgrave, who followed Mr. de Valera. — Reuter.

De Valera's Set-Back.
The debate on the second reading of the Bill to Remove the

Oath of Allegiance began in the Irish Free State Dail this afternoon.

Before the debate began the Government Motion, that every day should be devoted to the consideration of this Bill, was defeated. An Independent Labour Deputy moved that the motion on unemployment standing in his name, was more important and should be taken up at 9 o'clock to-night. The President of the Executive Council, Mr. de Valera, resisted.

On a division the Government suffered a defeat of 74 votes to 66. The Oath of Allegiance debate then proceeded and De Valera recalled the terms of his party's election manifesto, of which the first item was the removal of the Article in the Constitution making the signing of an Oath of Allegiance an obligation on members of the Dail. The Government proposed to honour that pledge. — British Wireless Service.

DISARMAMENT
CONFERENCE.

Great Britain
Disappointed.

BLUNT ADMISSIONS: SLOW
PROGRESS

Geneva, Yesterday.

Blunt admission that Great Britain regarded the progress of the Disarmament conference as disappointingly slow and the hint that she might have to consider using the clause in the London Naval Treaty permitting construction above specified limits were made by a most prominent British statesman to the Press of all nations. — Reuter.

TO-DAY'S WEDDING
AT UNION CHURCH.

Moffat — Carter.

A pretty wedding took place at the Union Church, Kennedy Road, this morning, when Miss Marianne Elizabeth Carter, of California, and Mr. John Rod Moffat, of Shanghai, were united in holy matrimony, the Rev. E. G. Powell officiated.

Mrs. S. S. Ballentine, wife of Lt. S. S. Ballentine, U.S. Marine Corps, was matron of honour while Mr. Geoffrey Lamert performed the duties of best man.

The American Consul was represented by Mr. Ronald Edgar.

After the ceremony a wedding breakfast was held at Repulse Bay Hotel.

The honeymoon will be spent at Manila.

Hengtaohotse is on the eastern section of the Chinese Eastern Railway, along which the Japanese troops are continuing to advance. — Reuter.

SCOTT'S RECORD

Airman Arrives at Port
Darwin.

A GREAT FLIGHT.

England to
Australia.

Mr. C. W. A. Scott, the young Australian airman, established another record, when he arrived in Port Darwin yesterday morning at 10.22 a.m., having smashed the record flight from England to Australia set by A. S. Butler, the English pilot, by a margin of 7 hours 36 minutes. C. W. A. Scott took-off from Lympne Aerodrome at 5 a.m. on April 19.

In a very exhausted state, Scott arrived at Kupang, a coast town on the south-west side of Timor Island, preparatory to his last take-off during the afternoon preceding his arrival at Port Darwin.

In order not to land at Port Darwin in darkness he postponed his departure from Kupang until night, flying the last 500 miles over the Timor Sea in darkness in an attempt to reach his destination by 7.00 in the morning.

It is stated that Scott will return to England by steamer as he says he is tired of trying to break records.

Mollison to Fly Atlantic.

Mr. J. A. Mollison, young aviator, and Scott's Australian contemporary, intends to make a solo attempt to fly the Atlantic from England to America, about the middle of June. He will take the "Great Circle" route, landing at Newfoundland.

Mollison recently set-up a new record for the flight from London to Cape Town. He and Scott, both in the early twenties, are friendly air rivals. They started out on their restive flights within a few hours of each other, and both have succeeded in establishing records.

Scott's Interview.

Port Darwin, Yesterday.

Scott was loudly cheered by the crowd at the aerodrome. He made a landfall 100 miles west of Darwin. He had several attempts at landing before striking Port Darwin. Scott carried a black gollwog as a mascot. He said he had a grueling time. Terrific headwinds impeded his flight across the Timor Sea, which was "cruel." He is remaining at Port Darwin several days. He will not attempt any more records he declares. — Reuter.

LEAN YEAR FOR SHELL OIL
CORPORATION.

\$27,000,000 Loss.

The Shell Union Oil Corporation has reported that for the financial year 1931 it experienced a net loss of \$27,000,000.

ROUND HONG KONG'S CINEMA THEATRES

OFFICIAL SOURCES.

"TO-NIGHT OR NEVER."

Samuel Goldwyn, one of the pioneers of the picture industry, pays tribute to the late David Belasco, the grand old man of the American theatre, in bringing to the screen "To-night or Never," the romantic comedy starring Gloria Swanson, which comes to the Central Theatre to-day. For "To-night or Never" was the last production Belasco ever made, the last bit of that long list of theatrical successes which had made him a proverb in the theatre for forty years.

The picture version of this play by Lili Hatvany which closed David Belasco's career was carefully handled throughout to rank in excellence with the Belasco production. The Belasco tradition of painstaking care down to the slightest production detail was maintained. Ernest Vajda, the adapter, and Willy Fogarty, the scene-designer, are both Hungarians selected to make sure that the atmosphere of Budapest, where the story is laid, is meticulously accurate.

With the exception of putting Miss Swanson in the leading role, all the major characters are played by the same actors who played them in the Belasco stage production. And Melvyn Douglas, the leading man whom Belasco signed a year in advance of production as the perfect actor for the role of the mysterious young American hero, has turned into one of the finds of the year, in Hollywood.

There is a considerable resemblance between Samuel Goldwyn and David Belasco, Goldwyn in pictures, Belasco in the theatre, each was most noted of all as a great discoverer of talent, and Helen Ware, are only a few of the famous stage figures who first came to fame in Belasco productions. And Samuel Goldwyn's list of discoveries includes Ronald Colman, Lois Moran, Lily Damita, Vilma Banky, Joan Bennett, Walter Byron, and a host of others. Both of them have also been noted for always expending the greatest possible care on each production.

"BLACK COFFEE."

Elizabeth Allan, who is seen as Barbara in "Black Coffee" now at the Queen's Theatre, is likely to have a big future in British films. Her first appearance in a talkie was for Leslie Hiscott in "Alibi" at the Twickenham Studios, and her work in this picture and in "The Rosary" which was subsequently made at Twickenham so impressed the Twickenham executives that Julius Hagen gave her a long-term contract to appear exclusively in Twickenham productions.

An attractive brunette, endowed with a particularly expressive face and a natural ability, this young girl is destined to be one of the British stars of the future.

"SKYLINE."

"I like to surround myself with a gang of cronies, men I have known a long time and whom I have learned to love, and then let everybody do as he please," replied Thomas Meighan.

The broad shouldered screen favourite, who is appearing at the King's Theatre to-day in Fox Films "Skyline," featured with Hardie Albright, Maureen O'Sullivan, Myrna Loy and Donald Dillaway, under Sam Taylor's direction, had just been asked what he considered the ideal vacation.

"If one wants to fish, let him fish!"

he continued. "If he wants to play golf, don't attempt to induce him to go on a picnic. If he prefers to swim let him swim and don't suggest that he do something else. Then everybody will be happy and contented, and his vacation will do him some good."

"DELICIOUS."

The actual time spent on the set filming a feature production is but a fraction of the total a director must spend before the finished picture reaches the screen, according to David Butler, director of the Fox musical romance, "Delicious," opening next Sunday at the King's Theatre.

"In my case," Butler declares, "weeks are required in preparing the scenario. For a picture like 'Delicious,' I always work on the treatment with the screen writer. Then comes the worry and effort connected with casting, which in itself is an enormous job involving countless interviews and tests to select just the right characters to portray the featured roles and the hundreds of atmospheric 'bits'."

"When shooting does start, the strain on body brain and emotions has only fairly begun. Having been an actor myself, I work just as hard back of the camera when my cast is emoting as I would were I enacting the part. When Janet Gaynor does a playful scene, as she does early in 'Delicious,' I laugh and romp with her in spirit. When the action of the story calls for her to do a pathetic, heartbreaking scene, then I suffer as she suffers and even cry as she cries. It's always the same whether the player be Janet, Charlie Farrell or El Brendel. I subconsciously enact each of their role as they perform them before the camera."

"Even after the picture is finished and the cast is dismissed, each to get away for at least a week's rest and recreation, the director must still be on hand to guide his brain child through the cutting and final editing process. All told, an average of three months time, working from ten to eighteen hours every day, is required of the director who follows his picture through from the original idea to its final release form."

"Delicious" presents Janet Gaynor and Charles Farrell in what is said to reach a new high note in entertainment. Guy Bolton wrote the original story which depicts the romance of a little Scottish orphan lass and the wealthy son of a socially prominent family. Music and lyrics are by George and Ira Gershwin.

"WEST OF BROADWAY."

John Gilbert makes a dashing American vaquero in "West of Broadway," his new Metro-Goldwyn-Mayer starring vehicle, which will open on Sunday, at the Queen's Theatre.

Beginning with a glimpse of Gilbert in A.E.F. uniform, reminiscent of his role in "The Big Parade" the new offering brims with striking action and dialogue. Gilbert's characterization is most impressive. It is by far, to this reviewer's mind the most successful of his sound film efforts. El Brendel heads the supporting cast, as Gilbert's Swedish man-Friday, and Lois Moran scores as the leading lady.

Most of the picture was filmed out on the Western desert and mountain stretches, and the pictorial enjoyment is appreciated. The story concerns a rich young man who returns from war, broken in health from wounds, to discover himself jilted by the girl who he thought was waiting for him.

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Tea Dances at Hong Kong Hotel and King's Restaurant; Dinner Dances at Hong Kong, and Peninsula Hotels, and King's Restaurant.

Saturday—China Light & Power Recreation Club Concert, King's Park enclosure, 9 p.m.

Entertainments.

To-day—King's Theatre, "Skyline."

To-day—Queen's Theatre; "Black Coffee."

To-day—Central Theatre; "To-night or Never."

To-day—Majestic Theatre; "Young As You Feel."

To-day—Star Theatre; "Eyes of the World."

To-morrow—King's Theatre; Alexander Brailowsky, Eminent Russian Pianist, 9.30 p.m.

Lammerts Auction.

To-morrow—At "Harford," 525, The Peak, household furniture, 10.30 a.m.

Home Mails.

To-day—Inward from Europe via Siberia (Calcutta Maru).

To-morrow—Inward from America (Empress of Japan); from Europe via Siberia (Hakone Maru); from Europe via Suez (Hakozaki Maru and Hector).

To-morrow—Outward for America and Europe via Siberia (Pres. Taft), 5 and 6 p.m. respectively; for Europe via Suez (Hakone Maru), 6 p.m.

UNIQUE CEREMONY IN AEROPLANE.

Princess Received Into Moslem Faith.

The Evening Standard gives a graphic description of a unique ceremony in an aeroplane midway across the English Channel, when an English woman, Princess Dayang Mada of Sarawak, wife of her presumptive, Major. Bertram Brooke, was received into the Moslem faith.

The Princess who studied the Koran all the way from Croydon, stood beside Dr. Khalid Sheldrake, who read three Arabic prayers, after which the Princess made a formal declaration of her new faith, adopting the new name of Khair-ul-Nissa, which means "the Fairest of Women."

The Princess says she chose the mid-air for the ceremony because of its romance.

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by

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SOME AUSTRALIAN OPINIONS OF BRAILOWSKY.

Tributes to Famous Pianist.

Another of the recent conquests of Alexander Brailowsky, who plays here on Friday, April 29, at the King's Theatre, was in Australia where the young Russian pianist was hailed as a "God of his instrument."

Typical was the notice of the Sydney Sunday Times: "Wizard of the keys Thrills Big Audience (Headline). Brailowsky, noted Russian pianist and idol of four continents, proved himself a veritable wizard of the keys. His artistry of interpretation, his sense of proportion, his poise, infinite capacity for conveying emotion, swept his audience into storms of applause, and his hands—the strong tapered hands of the artist—on the keyboard were sheer delight. Not since Faderewski played in Sydney have music lovers had such a feast of pianoforte music. The reception accorded the famous pianist was a tribute to his genius and to the musical taste of his hearers."

Other critics agreed. "The Sydney public is fortunate in the opportunity of hearing Brailowsky whose recitals are the most artistic events of a season notable for the visits of many celebrities," wrote the Morning Herald. "He manifested the mind and spirit of the master musician, with technique to support his interpretation of the highest flights of the great master," reported the Sunday News. "With each concert," decided the Daily Telegraph, "he steadily emphasised his position in the front rank of world pianists." Said the Sydney Sun: "He is a player with an extraordinary individuality that attracts and compels admiration in every class of composition." The Evening News acclaimed him "as the finest Chopin interpreter ever heard" and the Truth felt "the instrument is his medium, the creative souls of the past his inspiration, his message flung to the eternities."

NEXT CHANGE AT THE KING'S.



A wee bit of Scotch... but simply
Delicious
JANET GAYNOR
CHARLES FARRELL
EL BRENDL
Music by GEORGE GERSHWIN
A FOX PICTURE
Directed by David Butler

RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres (845 K.C.'s):—

6-8 p.m.—European Programme of Victor & H.M.V. Records.

6-6.30 p.m.—Operatic.
Lohengrin—Prelude (Wagner), Philadelphia Symphony Orchestra conducted by Leopold Stokowski (5731).

The Flying Dutchman—Senta's Ballad (Wagner), Elisabeth Rethberg (Soprano) (1477).

Tannhauser—Fest March (Wagner), Lohengrin—Prelude to Act 3 (Wagner).

Chicago Symphony Orchestra conducted by Frederick Stock (7388).

Fair Maid of Perth—The Flame of Love (Bizet).

Damnation of Faust—While You Play at Sleeping (Berlioz), Marcel Journet, Bass (1123).

6.30-6.55 p.m.—Orchestral.
The Rose (arr. Myddelton), The London Palladium Orchestra (C2061).

Minuet (Boccherini), 18th Century Dance (Josef Haydn), Leopold Stokowski and the Philadelphia Orchestra (7256).

Nautical Moments (arr. Winter), The London Palladium Orchestra (C1854).

6.55-7.30 p.m.—A Concert.
Piano Solo—
Shepherd's Hey (Grainger);
Passepied (Debussy);
Ossip Gabrilowitsch (1095).

Song—
Serenade (Schubert),
Calm as the Night (Bohm),
Louise Homer (Contralto) (5703).

Violin Solo—
Frasquita Serenade
(Lehar-Kreisler);
Kreisler Serenade (Lehar),
Fritz Kreisler (1158).

Song—
The Irish Emigrant
(Dufferin-Barker),
By the Short Cut to the Roses
(Hopper-Fox),
John McCormack (Tenor) (1528).

String Bass Solo—
Minuet in G (Beethoven),
Valse Miniature (Koussevitzky),
Serge Koussevitzky (1476).

7.30-8 p.m.—Variety.
Humorous Song—
Take a Look at Mine,
Gracie Fields (B2965).

Humorous Monologue—
The Story of William Tell,
Henry Burbig (B2695).

Piano Solo—
Wake Up and Dream—Medley,
Carroll Gibbons (B3031).

Song—
Concentratin',
Mildred Bailey (Comedienne) (22880).

Vocal Trio—
In the Cumberland Mountains,
Bud & Joe Billings & Carson
Robison (B2852).

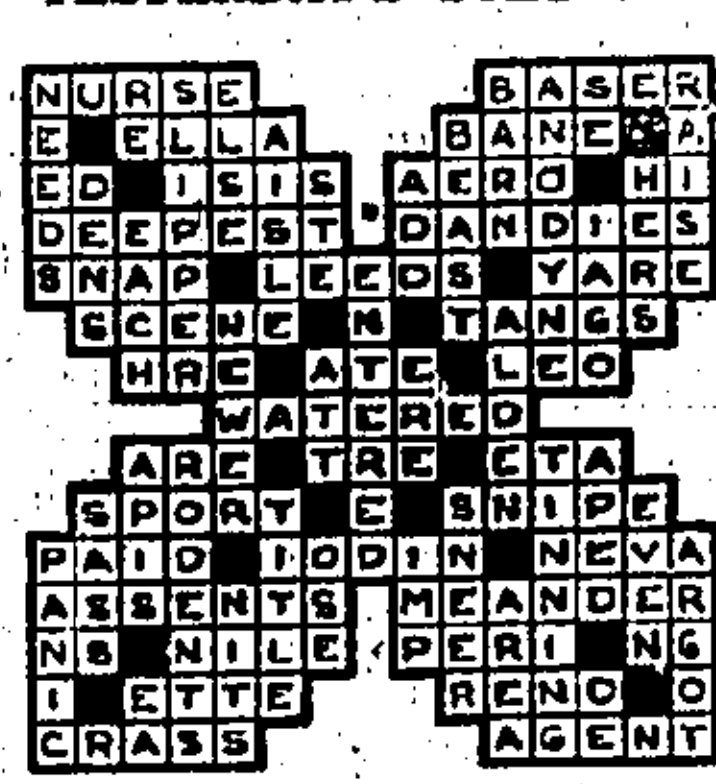
Piano Solo—
She's Funny That Way,
Carroll Gibbons (B3031).

Humorous Song—
Hot Pot ... Gracie Fields (B3063).

8 p.m.—Local Time.
8.03-10.30 p.m.—Chinese Studio
Concert.

10.33 p.m.—Close Down.
All records in the above European programmes are kindly supplied by Messrs. S. Moutrie & Co.

YESTERDAY'S SOLUTION.



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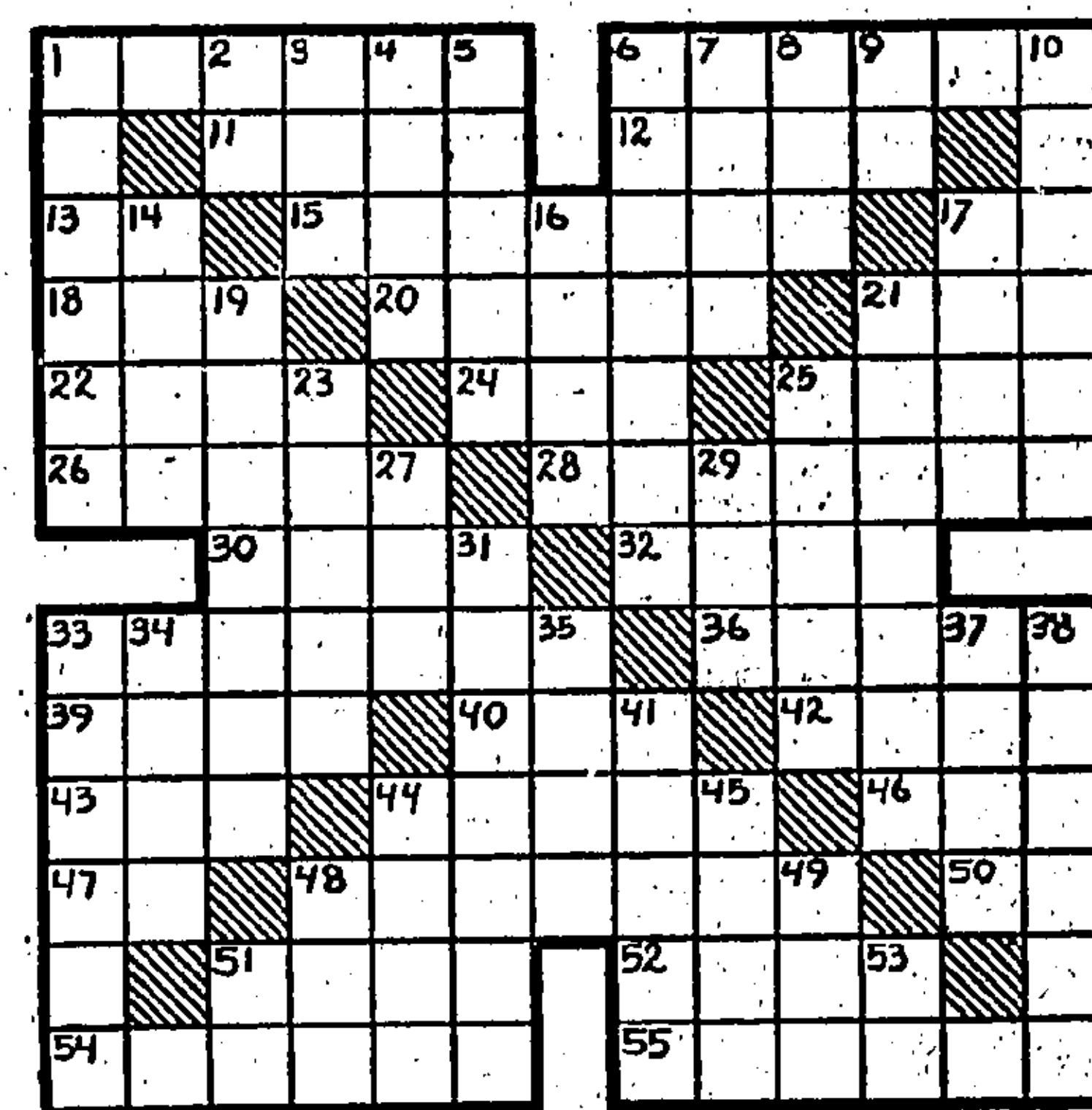
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|---------------------------------------|----------------------------|-------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-A chessman bearing a horse's head | 43-Gave food to | 16-Support |
| 2-City of Greece | 44-Tormant | 17-Masculine name |
| 11-Rent | 45-Juice of plants | 18-Chozen |
| 12-Heap | 47-The (Sp.) | 21-Acts of aping |
| 13-Prison | 48-Disagree | 23-A heron |
| 15-A bishop's throne | 50-Musical note | 25-Thin |
| 17-Plural suffix of some nouns | 51-Prefix. Half | 27-Atmosphere |
| 18-Raw metal | 52-Employ | 29-Place |
| 19-First president of German Republic | 54-A short poem | 31-Advantage |
| 21-Metric land measure | 55-Pertaining to the teeth | 33-A thin light biscuit (pl.) |
| 22-River in Egypt | | 34-Brother of Cain |
| 24-Consumes | VERTICAL | 35-A source of hearing |
| 25-Twirl | 1-Japanese wrapper | 37-Plot |
| 26-A lake in N. Russia | 2-Pronoun | 38-The action of a spy |
| 28-Esteem | 3-Obtain | 41-Combining form. |
| 30-Infant's bed | 4-Rabbit | False |
| 32-Beloved | 5-Race | 44-Era |
| 33-Irrigated | 6-Squirrel | 45-Language of the Scottish |
| 36-Part of the stomach of a ruminant | 7-Liquid measure | Highlanders |
| 38-Assist | 8-Alcoholic beverage | 48-Lake |
| 40-Neptune (abbr.) | 9-Musical note | 49-Japanese coin |
| 42-Elongated fish. (pl.) | 10-Agree | 51-Stanhelm (abbr.) |
| | 14-Ireland (Poet) | 53-A thoroughfare (abbr.) |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

Bringing Up Father.



3/18

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Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

At the fortnightly meeting of the Sanitary Board, held on April 26, the meningitis outbreak was the subject of much discussion. Dr. R. A. de Castro Basto, submitted a resolution for more effective methods of checking the disease, urging propaganda in the way of public lectures and illustrated posters.

The Medical Officer of Health (Dr. Pope) strongly opposed the motion, and pointed out that something must be done to the appalling houses, and added that propaganda would be of no benefit. The discussion is reported in the OVERLAND CHINA MAIL.

The 17th anniversary of the famous Gallipoli landing, a poignant day in the memory of all Australians and New Zealanders was celebrated at Hong Kong on April 25.

The wreath laying ceremony took place at 11 a.m. when many assembled to pay tribute to those who died. A dinner was held at night. The function is fully reported in the OVERLAND CHINA MAIL.

Continuing his performance at the last Extra Race Meeting, Mr. Leo Frost registered another remarkable sequence of wins and places at the Fourth Extra Meeting, held at Happy Valley on April 23. With three wins, two seconds and three thirds to his credit, Mr. Frost only failed to be placed in one event.

Conditions were ideal for racing; times were good, and dividends were consistently substantial. The meeting is reported in the OVERLAND CHINA MAIL.

Tribute was paid to the late Mr. M. Manuk, at the Annual Meeting of Messrs. Wm. Powell, Ltd., held on April 21.

A gratifying report was read by the Chairman, and in spite of the violent exchange fluctuations, the year under review has been a profitable one with an increase in sales of \$4,027 over the previous year.

A report of the meeting is reported in the OVERLAND CHINA MAIL.

Prospects of peace at Shanghai have been increased, through Sir Miles Lampson's formula.

The Hong Kong Interport cricket team to play at Shanghai on May 17, was selected on April 26. Comments on the players are given in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL — the weekly paper that YOU MUST ORDER NOW.

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"THE OVERLAND CHINA MAIL."

WILLIAMS IMPRESSES AT U.S.R.C.

INTERNATIONAL SCORES TWICE AGAINST STERLING JATS DEFENCE

BUT CLUB ONLY DRAW

INCOGNITOS FORFEIT POINTS IN MAMAK SHIELD.

W. E. Williams, the Welsh International hockey player, who recently arrived in Hong Kong from Japan, made a very favourable debut at centre-forward for the Hong Kong Hockey Club's first eleven yesterday afternoon in their friendly encounter with the Jai Regiment, on the U.S.R.C. ground. The game, which commenced twenty minutes late, resulted in a draw, both sides scoring two goals. The Club who were short of D. B. Evans, on the right wing, accepted the services of N. Whitley, of the C.B.A.

The only other match in yesterday's hockey programme — the Mamak Shield match between the St. Andrew's Club and the Incognitos — was cancelled owing to the non-arrival of the majority of the Incognito's XI. St. Andrew's have, therefore, been awarded the two points at stake.

GANGA DADD'S TWO.

Williams impressed with his remarkable speed, and smart stick work, but he was too well marked by the opposing centre-half to be really dangerous. The game, on the whole, was void of interest, the Club forwards failing to combine well. Their defence, on the other hand, was strong. W. Reed, the Middlesex County player, being especially prominent. In the first half, exchanges were fairly even, both goals being raised

in turn, G. Duncan, the Club goalkeeper clearing shot after shot remarkably well. From a breakaway Williams gained possession of the ball and, running down on his own, scored the Club's first goal from a difficult angle on the right. Shortly after, however, the Jats who had been pressing for a long period, netted the equaliser through Ganga Dadd, their inside-left.

In the second half, both sides maintained heavy pressure, with

the Jats forward line showing the better combination. The Jats gradually asserted their superiority and from a pass from the right wing, Ganga Dadd sent in a grand shot which beat Duncan all the way to give the visitors the lead. Williams, however, equalised for the Club with a shot from the left, which struck a defender's foot and lodged in the net. Toward the end, from a rebound, Divett netted, but the point was disallowed for "sticks."

Outstanding players in the Club side were W. Reed, Dand, Woodward and Rodger, the reverse stick work of Rodger being very impressive.

Result:—
Club 2
Jats 2

Club.—G. Duncan; W. Woodward, J. Rodger, W. Reed, A. R. Dand, J. E. Potter; N. B. Whitley, G. E. R. Divett, W. E. Williams, E. V. Reed and C. C. Francis.

Mamak Match Cancelled.
The Mamak Shield hockey fixtures between St. Andrew's Club and the Incognitos which was to have been played on the Caroline Hill ground yesterday was cancelled. Only half of the latter team turned up, and the Incognitos were forced to forfeit the two points to St. Andrew's.

Two teams were picked from the players who were there and a friendly match was played.

Table to Date.

	P	W	L	D	F	A	Pts
Radio	12	9	1	2	29	6	20
C.B.A.	11	8	3	0	27	7	19
St. Andrew's	12	5	3	4	9	10	14
Incognitos	10	3	3	4	19	11	10
R.C. Sigs.	11	3	6	2	12	13	8
Police	9	2	5	2	6	15	6
R.A.S.C.	10	1	9	0	3	36	2

* Forfeit 2 points to R.A.S.C. for breach of Rules.

a hard blow to Hong Kong's chances if he is forced to make a last-minute decision to the contrary.

Carnera's Holiday.

It is amusing to think that Primo Carnera, the giant Italian heavyweight boxer, should spend Easter at Brighton. He spent one day there sight-seeing with Leon See, his manager, much to the delight of many holiday-makers, who could not but recognise the giant boxer. His loud laughs at a Punch and Judy show on the beach were heard far across the sands. In the Palace of Fun he fought a bout with a penny-in-the-slot machine and flogged his dummy opponent by a blow to the chin. This brought forth an expansive smile. The great moment, however, came when he stepped on to the weighing scale. There were not enough weights, and extra poundage was rushed up before he tipped the scale at 20 st. 12½ lb. As a consolation however, he won a suit case and a coconut which he proudly carried under his arm.

Welsh Rugby Record.

It may come as a surprise to many readers to know that Wales created a record this season by playing the same fifteen in all three of her International Rugby championship games. Ireland called on nineteen, England twenty-four, and Scotland on twenty-six. The following table shows how many players each country put in the different departments of their teams:—

	Three	Full	Quar-	Half	For-
	Backs	Backs	ters	Backs	wards
Wales	1	4	2	8	
Ireland	2	5	3	9	
England	2	5	4	13	
Scotland	3	5	4	14	

Scottish Boy Champion.

Cambridge University is to receive yet another brilliant young athlete. J. O. Stothard, who broke three records at the Merchiston games, is joining the Light Blues after leaving school. He has been the outstanding Scottish schoolboy of the year, doing the Quarter Mile in 53.3/5 secs, the Half Mile in 2 mins. 3.4/5 secs, and the One Mile in 4 mins. 39 secs.

Do not be misled by Carnera's present style of fighting, or be critical about his two or three disappointing displays. When it is his hour to strut the stage then he will rise to the occasion. Do not make any mistakes. James Butler.

FIELD FLOOD AND RING

By Athole

Shanghai Cricket.

If the Hong Kong Cricket Selection Committee experienced difficulty in selecting their team for the trip to Shanghai, the authorities up north, by all reports, are facing far bigger problems than ever beset their southern colleagues. Shanghai at the present moment is very rich in cricket talent and the difficulty arises in as far as whom to leave out instead of whom to include.

There are nine certainties in Shanghai at the moment—D. W. Leach, L. F. Stokes, W. Mansel-Smith, R. Booth, H. A. Coward, J. A. Isaacs, F. L. Wainwright, S. R. Kermani and T. W. R. Wilson.

The question regarding the possibility of Wainwright again playing, however, is a topic of conversation in northern cricketing circles. It will be recalled that in 1920 during the Shanghai visit to Hong Kong an unfortunate incident occurred, and Wainwright has declined every invitation since to visit the Colony again. He has, however, played in Shanghai, during the 1921 Interport.

Remaining Two Places.

The remaining two places can be divided between four players—A. L. S. Harris, A. C. Sinclair, A. J. Barson, and F. Marshall, all of whom are batsmen. Sinclair may have to give place on the score of inexperience, and due to the fact that in the prospective nine players there are two wicket-keepers—Coward and Kermani—Marshall, Hankow's best batsman may also be forced to relinquish his claims. We saw sufficient of Barson in the Colony last November to realise that he is going to prove a most difficult batsman to dislodge on a plumb Shanghai wicket. Should Harris secure his place he will be the only Army representative in the side.

Strong Batting.

Should the above selection be made Shanghai will have only one left hander in their side—Isaacs, a bowler who can swing the ball a couple of yards in the Shanghai atmosphere. They will, how-

ever, have four all-rounders of more than average standard—Leach, Booth, Mansel-Smith and Stokes. Their batting will be steady down to No. 9 with Isaacs and Wilson providing all the "fireworks" that are going. Wilson will be their fast bowler and Stokes his foil at the other end. The rest of their bowling strength is medium paced.

Visiting Side's Advantage.

I was talking to Pat Madar, the Shanghai interporter and a Hong Kong choice for next month, and he is confident in the ability of the Hong Kong side to wrest the Shanghai flag. The advantage, he pointed out, always rested with the visiting side. They had previously played matches in co-operation, and the trip to the Northern port would tend to cement the ties of cohesion, and by the time their destination had been reached, everyone was confident in the ability of his fellow players—an advantage too often taken all too lightly. He thought Kermani would prove to be Shanghai's most stubborn batsman and informed me that on a Shanghai wicket he was worth anything above the half-century. As Kermani, who assisted the I.R.C. in their successful season in the League Championship, sailed for Shanghai on Tuesday, there is little doubt that he will play for the northerners. In Hong Kong he was troubled by the bumpy wickets, but I am assured that he never saw the real Kermani in action. It all sounds very hopeful.

Pat Madar Uncertain.

Incidentally in my chat with Madar I gained the impression that all was not too well with him in regard to the Interport. Apparently he has been forced to go to Shanghai some time in the near future, in which case he is uncertain whether he will be able to remain long enough to participate in the game. He is, however, optimistic as regards his chances, and we can only hope that he will be able to play as his experience of Shanghai players and conditions should prove invaluable to the touring eleven. It will indeed be



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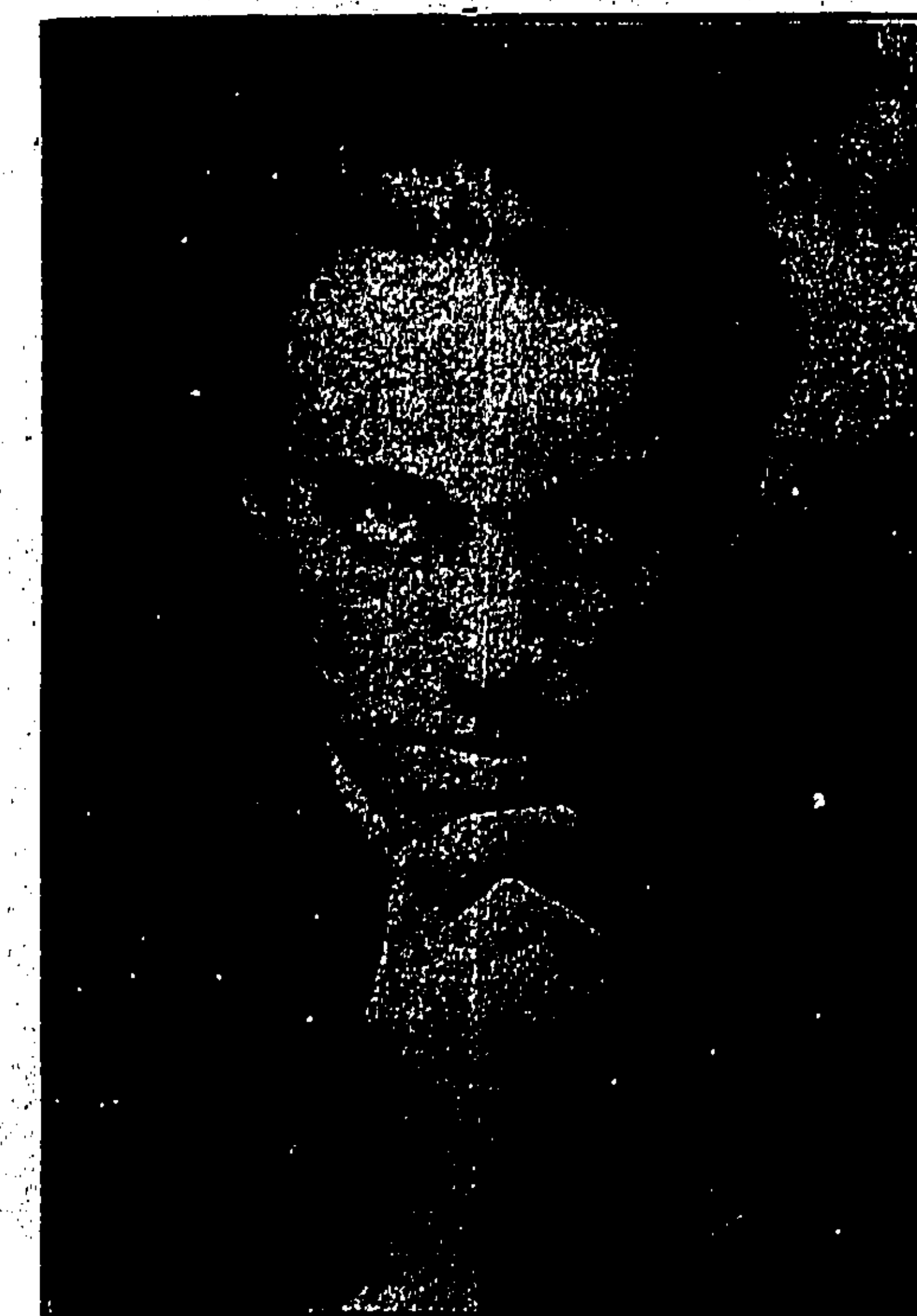
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MRS. WILLS-MOODY FOR EUROPE.

Reconquest of European Lawn Tennis.

CROWDED PROGRAMME.

(P.A.F.S.)

San Francisco, March 31. Plans for the reconquest of European lawn tennis by Mrs. Helen Wills-Moody are complete.

Should her plans materialize she will compete in the French championships in May, and then go to England to attempt to regain the Wimbledon title which she did not defend last season.

She will finish off her visit by helping America to defend the Wightman Cup against England at Wimbledon in June, and will be able to return to the United States in time to defend her American title.

Correspondence.

QUEEN'S COLLEGE CRICKETERS.

(To the Editor of "China Mail.") Sir—I notice in your description of the interport team yesterday that you gave the news of the schools of most of the team. May I point out that both A. H. Madar and A. R. Minu are products of Queen's College, Hong Kong, where they learned their cricket?

While on the subject it would be interesting to state that most members of the I.R.C. teams that won the senior and junior shields for two years running are Old Q.C's.

Yours, etc.,

"OLD Q.C."

Hong Kong, April 28.

PEREIRA'S OMISSION.

(To the Editor of "China Mail.") Sir—In your observations on the selected Hong Kong Cricket Interport team in yesterday's issue, it was stated that the team picked by the Selection Committee was the best available in the Colony at the present time. As one who has followed local cricket very closely for the past ten years or so, I beg leave to differ.

There are a few striking things about the side which you have failed to mention. I think, and I feel many followers of the game will agree with me that the inclusion of C. R. Sayer was surprising. This player was conspicuous by his absence in the trial game last Saturday, yet he was taken in preference to some of the young blood who had put up quite a good show. E. Zimmern was described by you as one of the hardest hitters in the Colony in addition to being a very fair stumper. He should have got in on his showing last Saturday alone, to say nothing of the many good scores he had put up during the season and his consistency as a batsman.

Then we have the statement that F. D. Pereira has not enough stamina! What rot! One might as well say that the reason why Zimmern was not picked was because he could not hit a six off every ball that is sent down to him.

Frank Pereira is, in my opinion, the best fast bowler we have at the moment, in addition to being a brilliant field and a very reliable run-getter. I use the word run-getter and not hitter because Pereira can be depended upon to keep his end up if necessary, and he is one of those batsmen who possesses the happy knack of being able to play his best when his side is in a bad way. I only need remind those who saw him in the match against Craigengower Cricket Club when he came off with a brilliant half-century to save the the Champions from what otherwise might have been inglorious defeat!

If space permitted, I can write volumes on this subject, and while realising that the Selection Committee cannot please everyone, I would like to know why S. A. Ismail, the I.R.C. stumper was not given a trial. Ismail is definitely the best wicket-keeper we have and, as a bat, he is reliable. Why the powers that be should prefer to try a second division keeper in preference to the stumper of the Champion team for two years running is really rather hard to understand.

Just one more question before I close. If Beck does not come off as a fast bowler, is there another in the side? I have not forgotten that Hamilton is in the eleven but he can hardly be described as fast.

Yours, etc.,

"NOT CRICKET"

Hong Kong, April 28.

SPRING MEETING AT NEWMARKET.

Orwell Wins the Two Thousand Guineas.

AT EVEN MONEY.

London, Yesterday.

The first day of the Spring Meeting at Newmarket opened to-day in bright sunshine when the three-year-old classic, the Two Thousand Guineas resulted as follows:

1. Orwell (Evens).
2. Dastur (10-1).
3. Hesperus (25-1).

Orwell won comfortably by two lengths from a field of eleven; one and a half lengths separating Dastur and Hesperus.

The Spring Two-Year-Old resulted as follows:

1. Sunny Anna (9-4).
2. Lady Harry Filly (4-1).
3. Tartan (8-1).

From a field of twelve Sunny Anna won a close race by half a length, three lengths separating Lady Harry Filly and Tartan.

Orwell has been accepted for the Derby Stakes to be run at Epsom on June 1 over one and a half miles, and also in the St. Leger Stakes to be run at Doncaster on September 7 over one and three-quarter miles and 132 yards. It was not, however, entered for the third classic, the Oaks Stakes, which is being run at Epsom on June 3 over a mile and a half.

Our Sports Diary.

TO-DAY.
CRICKET—Interport Nets at H.K.C.C. at 4.30 p.m.

TO-MORROW.
CHESS—Open Championship.
HOCKEY—Club "A" v. R.A.O.C. at King's Park at 5.30 p.m.

ATHLETICS—Inter-School Sports at Caroline Hill at 2.30 p.m.

FOOTBALL—Final of the United Services Competition at Happy Valley at 4.30 p.m.

SATURDAY.
CRICKET—Interport XI v. United Services.

RACING—Fifth Extra Race Meeting at Happy Valley.

CHESS PROGRAMME FOR THE WEEK.

TO-MORROW.
A. C. Riddington v. G. W. Greene
D. E. Carvalho v. H. W. Randall
B. W. Paul v. S. L. Husain
C. M. Sequeira v. P. T. Rozario

ROYAL ARTILLERY ROWING CUP.

12th Battery's Second Successive Win.

BY A LENGTH.

The 12th Heavy Battery for the second year in succession carried off the Royal Artillery Rowing Cup when the "A" crew narrowly beat the "B" crew of the 20th Heavy Battery in yesterday's contest.

Conditions for the race were ideal, though the harbour was a trifle choppy, and the winners completed the 2,000 yards course in 10 mins. 7 secs.

There were only three boats in the race and at the half way stage Nos. 14, 13 and 12 were on level terms. Nearing the finish, however, No. 13 overhauled the leaders and No. 12 was seen to drop back. A close finish was now promised, and amid loud applause No. 13 came in a length ahead of No. 14 with No. 12 a length behind the 20th Battery boat.

Full results were as follows:—

Boat No.	Rowers	Time
1. 12th Battery (A crew)	13	10 mins. 7 secs.
2. 20th " (A crew)	14	" " " "
3. 12th " (B crew)	12	" " " "
4. 31st " (A crew)	5	" " " "
5. 20th " (B crew)	11	" " " "
6. 31st " (B crew)	6	" " " "

At the conclusion Mrs. K. F. Dunsterville presented the Cup and prizes to the winning crew at the Royal Hong Kong Yacht Club.

I find it advisable to look down at the ball more with the left eye than the right. This is helpful in two ways. It means that one's head is turned slightly to the right at the commencement of the backswing, which is a guard against the very common fault of looking up before one has actually hit the ball—Diana Flashwick.

KENT BEAT CORNWALL IN SEMI-FINAL.

Stephenson's Two Quick Goals Decide.

LOSERS' POOR FORWARDS.

H.M.S. Kent, by defeating H.M.S. Cornwall in the Semi-Final Round of the United Services Football Competition by three clear goals, qualified yesterday for the Final Round against the Royal Artillery which will be played on the Club ground, Happy Valley, to-morrow at 4.30 p.m.

Having the advantage of a slight breeze in the first half the Cornwall were early on the aggressive. Longley, in the Kent goal, saved shot after shot in masterly manner and taking the play all round the Cornwall were unfortunate to be held until the interval. Shortly before half time the Kent took the lead much against the run of the play. Stephenson fastened on to a pass and beat Botterill with a fast low drive. Green gave Stephenson another opportunity when he sent over a beautiful pass for the latter to head into the goal, well beyond the reach of the goalkeeper, to place the Kent two up.

Early in the second half a mistake by Botterill allowed Flindall to increase the lead. The goalkeeper was very late in getting down to a low drive. Smith had a glorious opportunity to reduce the lead when the Cornwall were awarded a penalty, but he sent in a wild shot which cleared the bar. A mishap to Hills necessitated his being carried off the field, but the China Mail learned that it was nothing very serious.

The Cornwall had as much of the play as their rivals, but the hesitancy of their inside trio threw away many good opportunities. Stevens was their most conspicuous forward whilst Tugwell played a steady game in the defence. The Kent forward line worked well together, Green being responsible for some great centres during the match. Longley played well between the sticks and was confident in all his clearances.

Result:—
H.M.S. Kent 3
H.M.S. Cornwall 0
Kent:—Longley; Little, Frame; Schofield, Greenland, McLean; Flindall, Hills, Stephenson, Hayward and Green.
Cornwall:—Botterill; Baker, Smith; Davey, Tugwell, Sturdivant; Rogers, Coxon, Hanson, Partington and Stevens.
Referee:—S. P. O. Darlington.

BIG LEAGUE MATCH FOR SATURDAY.

Kowloon Against the Borderers.

Kowloon and the South Wales Borderers, will meet on the Hong Kong Football Club ground on Saturday next, when the play off for the runners up of the First Division of the League will take place. If necessary extra time will be played to decide the fixture, which will commence at 5 p.m.

The referee will be Sergt. Caswell, and the lineups S. M. Fieldhouse, R.A., and S. P. O. Darlington. At the conclusion of the match, the trophies and replicas will be presented to the winning teams in each Division, and representatives from the R.N., S.W.B., Argyll's and R.A.F., are requested to be present to receive the cups.

It has been decided by the League Management Committee that the records of the Argyll and Sutherland Highlanders in the First Division of the Football League be expunged from the League Table. The Royal Navy have secured two points from St. Joseph's in the Senior League as the result of the decision of the Management Committee. In the second division the 12th Heavy Battery were awarded points over the Club and the University; the Royal Navy four points for two matches over the University; and the Argyll's points over the University. In the Third Division the Royal Engineers were awarded points over St. Joseph's.

Your men are poor putters. I won the 1981 Open Championship on the greens with some of the best men put when they are fighting hard. If I stayed a month in the old country I should be as good a putter as the rest. Tommy Armour.

INDIAN CRICKETERS MUST SHAVE?

What of Lal Singh a Staunch Sikh.

PLAYERS NOT TOO PLEASED.

Bombay, March 27.

All arrangements are now complete for the departure of the Indian cricket team for England by the Strathnaver, on Saturday next, including the signing of an agreement by each member of the team regarding general discipline and the conduct of players during the tour.

The players, however, are unwilling to discuss the terms or even disclose its contents, but it seems that some at least are not very pleased with them.

One interesting item in the agreement is said to be that the players must shave daily, though why it is found necessary to impose this condition is not clear. Probably this clause will not operate in the cases of Lal Singh, Jogender Singh and Amar Singh, who are staunch Sikhs, and of Gulam Mohamed, who is a devout Muslim and very proud of his well-cultivated beard.

Each member of the team will be presented by the Board of Cricket Control with a cricket bat, a peaked cap, a hat, a blazer, three flannel trousers and three shirts. In addition to this they are expected to equip themselves with apparel necessary for the social side of the tour including at least one dress suit.

During the tour each player will receive weekly Rs. 22 as pocket money, while a family allowance will be given in the case of those players who will be unable to provide for the maintenance of those dependent on them.

One player, it is understood, will have to find at least Rs. 1,000 for all incidental expenses before undertaking the tour.

The only member of the Bombay Hindu Gymkhana, who will accompany the team to England is Godambe and there is general regret that they will not have in their midst the Hindu players L. P. Jal, V. J. Merchant and Champak Mehta.

BELLE VUE OPENS THE SEASON.

CROWD OF 25,000.

Another Successful Season in View.

FRANK ARTHUR CRASHES.

March 28.

The speedway season was opened at Belle Vue, Manchester, on Saturday night with the first of two special Easter meetings; the second takes place this afternoon at 2.30 p.m. The season proper opens on April 9 with the first match in the reorganised National League against Stamford-bridge.

Judging by the fact that 25,000 gathered at the first meeting in rather chilly weather, Belle Vue appears likely to have another successful season. The track has been much improved; the bends are slightly banked and the surface much firmer. It may, indeed, prove too firm; the cinders do not fly as of old, which detracts a little from the spectacle. It is obvious, however, that much higher speeds will be the rule. In his very first appearance Dusty Haigh, now definitely attached to Belle Vue, returned a time of 1 min. 20 secs. against the record of 1 min. 19 secs. which has stood to the credit of Max Grosskreutz since last July and was put up before the present and slower system of starting was adopted.

Saturday's racing was on the whole fairly good. The bonfires went to Wal Phillips, of Stamford Bridge, a former holder of the British miles record, who won the two finals.

Haigh was also in good form, and Max Grosskreutz, who had reached Marseilles on his way back from Australia and had completed the journey by air, also rode well. Crashes were frequent, but only one of them had any serious result.

Frank Arthur, of Stamford Bridge, crashed into one of the lamp standards on the inside of the track, rebounded from the grille, protection round the post, and knocked down an ambulance man. He sustained a fractured wrist on his right. The ambulance man escaped without injury.



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Four minutes...

To rejoice with romance!

Three minutes...

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To change from a creature of ice—

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YANKEES TAKE LEAD IN AMERICAN LEAGUE.

Result of Detroit's Defeat.

New York, Yesterday.

The following were to-day's

Baseball results:—

National League.

Cincinnati 6 St. Louis 4

Chicago 8 Pittsburgh 4

American League.

Detroit 3 Chicago 4

St. Louis 1 Cleveland 7

TABLES TO DATE.

National League.

P. W. L. age.

Chicago 12 9 8 .750

Boston 11 8 8 .727

New York 12 6 6 .500

Philadelphia 12 6 6 .500

Pittsburgh 13 6 7 .461

St. Louis 13 5 8 .384

Cincinnati 13 5 8 .384

Brooklyn 10 8 7 .300

American League.

P. W. L. age.

New York 10 7 3 .700

Detroit 12 9 3 .750

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Standard of British Press Has Fallen

Capital and Advertising Rules Editor's Chair

Journalism Is Often Secondary Issue

At the present moment the condition of the Press in Britain is lower than it has been within living memory. In almost every newspaper office there is an atmosphere of uneasiness that has never been known before. There is hardly a journalist who feels any sense of security. With the exception of a few papers, the number of which could be counted on the fingers of one hand, there is not a newspaper office where a sense of moral responsibility towards public interests remains predominant. This state of things has grown up in the last four or five years, it is becoming general and it is rapidly developing.

The Gamble for Profits.

A journalist whose name is a household word summarised the present situation in the following terms: (1) that the daily Press has passed out of the control of the editor or editorial staff and that, both in policy and detail, the proprietor is omnipotent; (2) that in consequence competent journalists of good standing and repute are compelled to advocate policies from which they dissent; (3) that in two or three great dailies policy is governed by advertising interests; (4) that recent attacks on the League of Nations have been dictated by armament interests; (5) that the proprietor of one great daily is deeply involved in American finance; (6) that, in consequence, matter has systematically been published from American sources in regard to India, Japan, cinemas and theatres, of a definitely tendentious character.

That these statements can be justified there can be no doubt.

The Press in London and the provinces is no longer free; it is a doped Press. The power of the purse controls the pen. The rumours of pending amalgamations between daily and Sunday newspapers indicate the extent to which the Press is the prey of finance. There are few chapters in the history of the Press more disreputable than the recent attempt at imposing a tariff on newspaper in the interest of the newspaper combines that have investments in Canadian and Newfoundland utilities and paper works. At the same time the papers were doing their best to destroy the Town Planning Bill and giving support to Japanese jingoism in Asia.

The heavy over-capitalisation of the London Press is leading it to swamp the provincial Press and to crush independent journalism wherever it exists. The fight for circulation by means of insurance and gift schemes is piling up costs to such an extent that the entire Press system has become one of the fiercest gambles in existence. Great fortunes can be made out of popular newspapers, as we know, and to gain them large stakes are played. To such mad lengths had the free gifts policy gone that a month ago the chief London newspapers came to an agreement to abandon it.

The Press speaks with a single voice in syndicated articles sent out from London. Extensive provincial interests are held by single proprietors in addition to the newspapers belonging to the trusts that are directly controlled. There are numerous instances of two or more newspapers in the same town owned by different companies that are in fact controlled by one man. This tendency is increasing. Newspaper proprietors are interested in coal, steel, retail distribution and other trades and the journalist who opposed those interests would be sacked.

The position of the journalist to-day is indeed desperate. He is called upon to support private interests under the guise of public policy. Ninety per cent of working journalists are in the National Union of Journalists,

but that organisation is crushed as a fighting force with a heavy weight of unemployed due to amalgamations and cutting down of staffs. Is it not the lamentable truth that the journalist has in fact been too willing an accomplice in the hands of the interests that employ him? He has thus lost his power of resistance.

Craftsmanship for Slush.
The majority of "bright" journalists are completely cynical not only because they have peeps behind the scenes denied to ordinary citizens, but because they lack intellectual stamina and any real knowledge as a background. They have none of the idealism that even twenty years ago marked the average journalist.

There is no question that the journalist's work to-day shows amazing qualities of wit, speed and brilliance. The newspaper he produces is a masterpiece of craftsmanship. Commenting on the recent broadcast talks on the Press by Mr. Kingsley Martin, the "Sphere" said:—

Mr. Martin spoke as if he thought it easy to write slush. But of course it is much, much easier and far less expensive to print the truth, to report reports, to repeat official statistics and communiques, than to get a story, to make crime "pulse," to pander to the housewife, the flapper and the kitchenmaid.

That is true. The journalist has never done better as a craftsman. The evil from which he suffers is a kind of Babbittism—his work in slush forces him to adopt a hazy, factless sentimentalism that blankets the truth.

The newspaper reports the facts about law cases and fires and gives accurate pen pictures of public events; but when it comes to social tendencies and politics no one cares a damn about the facts. It is not merely a matter of distortion but of actual suppression. Look at the make-up of the front page of any of the popular newspapers, and though you will marvel at the skill with which it is done you will marvel still more at the mentality which is exhibited in the selection of the news. The emphasis that is given to the news counts for more in its effect upon the reader than the opinion that is expressed. Leading articles are indeed, often remarkably sane and in curious contrast to the screaming in the news columns. Nearly all the popular papers, however, have dropped the leading article for tabloid comments on news. As for the reporter he knows that anything he brings in that cuts across interests will not get printed. And the sub-editor has to keep his eye on the Black List of subjects and persons that must not be mentioned.

Don't Be Hypnotised!

The result of all this is that writers and thinkers of an original turn of mind, or advocates of new or unpopular theories, are suppressed; they have no access to the general reading public. The only consideration is circulation; in other words, profits. In the clamorous rush for the mythical two million, the "still small voice" is silenced and truth hustled off. The moral loss is only equalled by the dangers to the public welfare inherent in a perverted policy unchecked by independent thought. "Give me the liberty to know, to utter, and to argue freely according to conscience, above all liberties," wrote John Milton. Thoughts and ideas are sacred things to be tolerated, though in some conformity to ourselves.

"Milton, thou shouldst be living at this hour!"
The way out for the public is to support the independent Press. The ordinary man can do no more than that for the respon-

CHIEF INDIAN WARDER RETIRES.

Advises Co-operation
by Staff.

MANY TRIBUTES AT FAREWELL.

After thirty-six years of loyal and faithful service with the Government, Mr. Golam Mustafa, the Chief Indian Warder at Victoria Jail, has retired. He will leave for India shortly.

Yesterday afternoon, he was entertained by the Indian staff of the jail, at a tea party in Lane, Crawford's Restaurant. Mr. J. W. Franks, Superintendent of Prisons, presided, and in a speech, paid glowing tribute to the retiring warder, relating to the large gathering present, that he joined the Prison Department in 1897 and had steadily climbed the ladder of promotion, until in 1927 he attained his present rank, the highest position the service had to offer. His career should be an incentive to young Indian officers.

The acting Chief Indian Warder, Rahmat Khan, also paid tribute to the splendid service that Golam Mustafa had rendered the Government. He wished him every happiness in his well-earned retirement.

Replying, Mr. Golam Mustafa, thanked Mr. Franks for his sentiments of goodwill, and the gathering for their presence there that afternoon.

Development of City.

He continued: "When I first came to Hong Kong, it was a barren island with a small population, but now I marvel at its trade, its population and its progress. Kowloon, which was once sparsely inhabited has developed to such an extent that in time I believe it will surpass Hong Kong itself."

"I would advise the Indian staff to co-operate with the Government more closely and I appeal to the Government to grant the Indian staff something more than they have at present."

Those present included Messrs. J. W. Franks (Superintendent of Prisons), A. Hopkins (Assistant Superintendent of Prisons), G. L. Buchanan (Chief Warder), A. B. Didsbury (Printing Office, Prison Department), P. P. J. Woods (Divisional Superintendent of Police), and representatives of each section of the Indian Prison staff.

NAVAL TREATY EXTENSION.

Tokyo, Yesterday.

Japanese vernacular papers report that the Navy Office are opposed to the London Naval Treaty after the present termination in 1936.

Reports from Geneva state that Mr. Stimson has suggested to the French Premier, M. Tardieu, and the Italian delegate, to extend the Treaty until 1942.—Reuter.

Rugby, Yesterday.

The House of Commons, by 204 votes to 4 refused leave for the introduction of a Bill to amend the Parliamentary Act.—British Wireless Service.

sibility is not his but that of the Lords of the Press. But such responsibility as the ordinary man has he should exercise. He should not let himself be hypnotised by the Press. It is fatally easy for that to happen. Many people who despise the Press are under its influence. They should realise that everything they read has another meaning from the obvious one. The truth is always hidden in the papers and has to be digged for. The mass-produced newspaper is not a true newspaper and never can be. There has to be personal responsibility behind what the newspaper says, which can exist only when the editor is editor in fact as well as in name. A newspaper is of value only when it is free. And freedom cannot live where private interests have to be obeyed.

To be bright and clever, to put the selected news of the day smartly, to tell a story so that its essential features can be seen at a glance, are all good in their ways. But there is something more. There must be honest purpose, disinterestedness, devotion to the truth, or else all the brightness is in vain. Never were such qualities more necessary than to-day, and never had they such few opportunities of showing themselves. The popular Press, they have no opportunity at all.

Record-Breaking on Daytona Beach

Sir Malcolm Campbell on
Recent Feats

After breaking no fewer than five world's land speed records in America, Sir Malcolm Campbell gave a broadcast talk on his arrival Home on March 11, as follows:—

We arrived at Daytona at midnight on February 11 and nearly half the city turned out to welcome our party. I was immediately informed that there was little likelihood of our getting a favourable beach for some time, as the wind had been blowing in the wrong direction for a considerable period. Upon examining the sand the next morning, I realised that conditions were impossible, the beach being very rough and uneven, which made high speed completely out of the question. The weather from the holiday-maker's point of view was ideal, the sun shone all day and it was very hot, but from my angle it could not have been worse. This state of affairs continued for over a fortnight, and I began to think conditions would never improve. The wind, for the most part, during this period had been blowing from the south, and what we required was a breeze from the north-east, which in turn would produce a rough sea which would pile up the beach and even it out. The abnormal weather which Florida had been experiencing during the winter had had an extraordinary effect on the beach itself. Instead of being flat, the action of the wind on the waves had produced from high water mark a tremendous camber which extended right down to the low water mark level. This, in addition to the unevenness, produced a bad surface, the like of which I had never previously seen. However, conditions gradually improved, and on February 20 I decided to take the car out for a trial, as I was anxious to make a preliminary test, the car not having been driven under her own power since her successful attempt on the record in February, 1931. But the moment I attempted to open out the 'Bluebird' I was thrown about badly, and had the utmost difficulty in keeping her on the course at all. As a test, therefore, nothing had been achieved, and all I had succeeded in doing was in getting myself rather badly bruised and shaken up.

A few days later, however, the weather got colder and the wind veered round to the north-east, although it did not produce a gale, the surface of the beach began to straighten out, although it never completely removed the camber to which I have previously referred. On February 24 I decided that conditions had sufficiently improved for the attempt to be made.

"Bluebird's Acceleration.
The beach was smooth but very bad in places and there was a very gusty wind blowing obliquely over the course at an estimated velocity of forty miles an hour. With a view to reaching the maximum speed before entering the measured mile, I had to take as long a run as possible, which necessitated driving under the pier, but this did not present any real difficulty. With the wind slightly behind me, the 'Bluebird's' acceleration was terrific and it seemed that she covered the initial run, before reaching the measured mile, in no time at all. I was continually watching the engine revolution counter and saw how the speed was increasing until, just after leaving the measured mile, the maximum movement showed that 3,800 revolutions per minute had been reached, which I knew equalled a road speed of 273 miles per hour. Actually the car had been electrically timed to cover this mile at a speed of 267 miles per hour. As I was making an attempt on the five-kilometre record, I continued on at full throttle, although I realised that there was not too much distance left in which to pull the car up before reaching the end of the beach. As soon as I got to the end of the course I turned the car round, not stopping to examine the tyres, and started off for the return run. Owing to the strong wind into which we were now heading, and which was blowing obliquely, a very great hustle took place to decide whether 'Bluebird' or the elements were to win. It required all one's strength to hold the steering and my hands got somewhat blistered in the process.

The wind was all this time trying to force the car off its course and towards the soft sand and the dunes, and although 'Bluebird' behaved magnificently and answered to the steering all the time, the force of the wind slowed her down to such an extent that the maximum revolution of the engine were only 3,400, or in other words 244 miles per hour. I realised at once that this run had ruined our chance of putting up the record by a considerable margin, and my surmise proved correct, as it was completed at a speed of over 241.7 miles per hour, which brought the average down to 238.9; all the same it improved the old record for this distance by slightly over eight miles per hour. During the course of this run 'Bluebird' raised the kilometre record to 251.3 miles per hour and the five-kilometre record to 241.6.

On Friday the beach was not in good shape; it was covered with ripples and was very wet. The wind was still blowing from the same quarter, though, if anything, at a slightly lower velocity than it had done on the Wednesday. We decided, nevertheless, to make another attempt, and also to attempt the ten kilometre, the five mile, and the five kilometre records at the same time. As soon as we started I realised that we were in for a very rough ride, and as the speed increased the back wheels started spinning, and at times the car left the ground altogether, which was very unpleasant. Owing to the wheel spin over 4,000 engine revolutions were recorded, which, had there been no spin at all would have meant a road speed of 287 miles per hour. Actually the time over the measured mile on this run was 257, or ten miles per hour slower than our fastest run on Wednesday. This was due entirely to the back wheels being unable to obtain proper adhesion to the sand.

The Second Run.

The second run was uneventful enough, except for the difficulty of keeping the car straight, due to the high wind which was blowing and to abnormal wheel spin which occurred all the way down the course.

The further records achieved on that day were as follows:—The 10 kilometre record at 238.6 miles per hour, which previously stood to the credit of Italy with a speed of 162.9 miles per hour; the 5 miles at 242.7, which record was previously held by 'Bluebird' at a speed of 211—this is for the five miles, and has to be covered in the course of 1 minute 14 seconds. The 5 kilometre record was again raised, the new figures being 247.9 miles per hour. The mile and the kilometre at 259.9 and 251.3, respectively remain unchanged.

NEXT CHANGE AT THE KING'S.



A wee bit of Scotch... but simply
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JANET GAYNOR
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It's Scotch
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IMPUDENTLY DIVERTING STORY EVER TOLD

Dennis Nelson Terry and Betty Stockfeld.

"77, PARK LANE"

LATEST 1932 UNITED ARTISTS' SPECIAL RELEASE.

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MANY.
PERFECTION
SCOTCH



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Also in oval bottles and flasks.

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Overland China Mail.
The weekly edition of the "China Mail" published every Friday. Annual subscription, H.K. \$18 including postage \$19, payable in advance.

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FOR SALE.—Hong Kong & Directory now on sale at the offices of the Publishers, 3A, Wyndham Street.

"COASTWISE"—An interesting book at cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handyside. Price \$1, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

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NEW ADVERTISEMENTS.

THE CANTON INSURANCE OFFICE LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned on **THURSDAY, the 19th May, 1932,** at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1931.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 5th to the 19th May, 1932, both days inclusive.

JARDINE, MATHESON & CO., LTD.,
General Agents.
Hong Kong, 28th April, 1932.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, April 30, 1932,
commencing at 10.30 a.m.,
at their Sales Room,
4, Duddell Street.

A Quantity of Peiping Glass Goods, Lacquer Ware, Porcelain Ware, and Miscellaneous Goods, etc., etc.

Terms: Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, April 28, 1932.

SPORTS NOTICES.

THE HONG KONG JOCKEY CLUB.

THE FIFTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on **SATURDAY, 30th April, 1932,** commencing at 1.45 p.m. The first bell will be rung at 1.15 p.m.

MEMBERS' ENCLOSURE.
Members are notified that they and their Ladies must wear their Badges prominently displayed. No one without a badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member, such Member to be responsible for payment of all chits, &c.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course. On no pretext will children be permitted in either Enclosure during the Meeting. Tiffins are obtainable at the Club House provided they are ordered from the No. 1 Boy in advance. Telephone 21920.

PUBLIC ENCLOSURE.
The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all persons, including ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted Half Price. Bookmakers, Tic Tac Men, &c., will not be permitted to operate within the precincts of the Hong Kong Jockey Club during the Race Meeting. Tiffins will be obtainable in the Restaurant in the Public Enclosure.

By Order,
S. A. SLEAP,
Actg. Secretary.
Hong Kong, 25th April, 1932.

GENERAL NOTICES.

CONCERT.

CHINA LIGHT & POWER RECREATION CLUB.

KING'S PARK ENCLOSURE.
Band of H.M.S. "CORNWALL" and several well-known local artists.
SATURDAY, 30th April,
at 9 p.m.
Admission \$1.10 (including tax).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, April 29, 1932,
commencing at 10.30 a.m.,
at "Harford", No. 525, The Peak.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
Teak Hatstand with Bevelled Mirror, Chesterfield Couch and Chairs, Cushions, Curtains, Carpets, Standard Lamp, Oil Paintings, Pictures, Books, Brass Ware, Ornaments, etc., etc.

Teak Extension Dining Table, Chairs, Sideboard, Glass Cabinet, E. P. Cutlery, Glass Ware, Crockery, Teak Ice Chest, etc., etc.
Brass Bedsteads, Teak Wardrobes with Glass Doors, Teak Beds, Teak Dressing Table, Couches, Chest of Drawers, Linen, Cooking Utensils, etc., etc.

A Quantity of
BLACKWOOD WARE
One Iron Safe and Stand,
A Large Quantity of
Pot Plants.

Terms:—Cash on Delivery.
On View from Thursday, April 28, 1932.

Catalogues will be issued.
LAMMERT BROS.,
Auctioneers.
Hong Kong, April 25, 1932.

HONG KONG PEACE GROUP.

Enthusiastic Meeting Yesterday.

Renewed determination to pursue the cause of peace, emerged from a meeting of the Hong Kong Peace Group which was held at the Helena May Institute yesterday and was attended by an enthusiastic gathering of members, supporters and the general public.

Mr. F. C. Mow Fung, who was the first speaker, stated that there was no question which was more engrossing to-day than universal peace, because never before in the history of the world had there been greater need for peace. In spite of peace talk, there was no guarantee for peace. It was a common belief in the world that all our troubles to-day were the natural aftermath of the conflict of 1914-18, and that made one wonder why there should be the possibility or fear of conflict instead of a common endeavour for peace among every nation and people.

Dr. E. L. Allen said that we could not avoid asking the question "Has the League of Nations failed?" and trying to answer it. He would answer that we are witnessing to-day not the failure of the League but its virtual repudiation by the Powers which created it. It seemed to him that we would have to wait another 100 years or so before we have a clearer case of the open violation of international obligations than had been presented in the last few months.

Our civilisation is leading all the while a double life, a sort of Dr. Jekyll and Mr. Hyde existence. On the one hand was the new order which is the ideal aspect of the League, and on the other the old bad system of secret diplomacy, armed alliances, and mass-armaments, he stated.

Mr. R. A. D. Forrest said that that was a Society of Peace-Loving individuals. It found that as individuals it could contribute to the realisation of a common aim. It hoped to do its work by publicity, propaganda and individual efforts. The subscription is limited to \$2, and is intended to assist the Society's activities rather than for funds. He made an appeal for more support.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London	
Bank, wire	1/3 1/4
Bank, on demand	1/3 1/4
Bank, 4 months' sight	1/3 1/4
Credits, 4 months' sight	1/4 1/4
Documentary, 4 months' sight	1/4 1/4
On Paris	
On demand	585
Credits, 4 months' sight	635
On Berlin	
On demand	Nom
On New York	
On demand	23
Credits, 60 days' sight	24 1/2
On Bombay	
Wire	84 1/2
On demand	84 1/2
On Calcutta	
Wire	84 1/2
On demand	84 1/2
On Singapore	
On demand	54 1/2
On Manila	
On demand	46
On Shanghai	
On demand	7 3/4
Dollar	5 1/2 dis.
On Yokohama	
On demand	71 1/2
Sovereigns (Bank's buying rate)	1/4 1/2
Silver (per oz.)	17 3/16
Bar Silver in Hong Kong	Nom.
Copper Cash	Nom.
Copper Cents	1% prem.
Rate of Native Interest	3 1/2% p.a.
Chinese Sub. Coin	29 1/2% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES.

Rugby, Yesterday.	
Paris	93 1/16
New York	3.66 1/2
Montreal	4.11
Brussels	26.15
Geneva	18.85
Amsterdam	9.03 1/2
Milan	71 1/4
Berlin	15.40
Stockholm	18 1/4
Copenhagen	18 1/4
Oslo	19 1/4
Vienna	32 nominal
Prague	123 1/2
Helsingfors	215
Madrid	46 18/16
Lisbon	110
Bucharest	605
Athens	nominal
Rio	4 1/4
Buenos Aires	36 1/2
Montevideo	30 nominal
Bombay	1/5 15/16
Shanghai	1/8 7/16
Hong Kong	1/8 1/2
Yokohama	1/9 1/4
Silver Forward	17 1/4
Silver Spot	17 3/16
—British Wireless Service.	

DRAWING THE IRISH SWEEPSTAKES.

How Electricity Helps.

The enormous popularity which the Irish Sweepstakes have achieved is almost world-wide and in consequence, the organisation of these events calls for very careful attention to detail. Apart from the business side of the undertaking, the method of dealing with the vast quantities of tickets received has to be as efficient as is humanly possible.

As the tickets arrive at the Plaza, Dublin, where the draw takes place, they are stacked into trucks running on a light railway, and are emptied into either one or two mixing machines, each of which consists of a large rectangular box. In these the tickets are thoroughly mixed by an air draught produced by four blowers, two to each machine; these blowers are individually driven by a 3 h.p. G.E.C. motor. Next, the tickets are transferred to a large drum 22 ft. long and 7 1/2 ft. in diameter, said to weigh 7 1/2 tons, and this is slowly rotated by

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations, April 28, 1932.

Next Settlement Day, Tuesday, May 2, 1932.

STOCK	Buyers	Sellers	Sales	Num.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1500	Dec.	Final Dividend 1931-32 (making 20 for 1931)	Feb. 27, 32
(Lon. Reg.)	90	...	...	...
Chartered Bank	11	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. —, 32
Mercantile Bk., A.B.	18 1/2	Dec.	Final Dividend 1931-32 (making 17 1/2 for 1931)	Mar. —, 32
C. C.	7 1/2	...	...	...
Bank of Asia	115	Dec.	Dividend 1931-32 (making 10 for 1931)	Mar. 31, 32
Amer. O. Fin. Corp.	40	Dec.	...	...
Insurance.						
Canton Ins.	1250	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 19, 32
Union Ins.	460	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 29, 32
China Underwriters	4	Dec.	None	...
China Fire Ins.	600	Dec.	Final Dividend 1931-32 (making 10 for 1931)	May 29, 32
H. K. Fire Ins.	1195	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 30, 32
International Assoc. Th.	4	Dec.	...	...
Shipping.						
Douglases	27	Dec.	Last dividend for 1931	...
H. K. Steamships	23	Dec.	Last dividend for 1931	...
Indo-China (Prel.)	45	Dec.	12 1/2% ex. 2 1/2 on preference for 1931 and 1932	June 19, 32
(Def.)	32	Dec.	Last dividend for 1931	...
Shells Bearer	34 1/4	Dec.	Final Dividend 1931-32 (making 10 for 1931)	July 6, 32
Union Waterboats	19 1/2	Dec.	50 cents for 1931	Mar. 30, 32
Mining.						
Benguet	151	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 31, 32
Kailan Mining Ad. S.	25 1/2	June	10% ex. 1/2 on preference for 1931 and 1932	Dec. —, 32
Langkat (Single)	1	Oct.	T. 0.50 for year 31-10-32	May 6, 32
S'hai Exploration Th.	2.10	Dec.	None	...
Loans	2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 6, 32
Raubs	86	Mar.	3rd Int. 2 1/2% ex. 1/2 for 1931-32	Mar. 15, 32
Venezuela Gold Fields	4	Dec.	...	...
Benguet Explorations	30cts.	...	...	...
Docks, Wharves, Godowns, &c.						
H. K. & W. Docks	143	Dec.	Dividend 1931-32 (making 10 for 1931)	Mar. 10, 32
Southern Ch. Motors (A)	20 1/2	Dec.	Last dividend for 1931	...
China Provident (old)	4.90	Dec.	10 cents on old for 1931	Mar. 14, 32
Hongkong	2.30	Dec.	10 cents on new for 1931	...
N. Engineering	230	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 6, 32
Shanghai Docks	6	Dec.	T. 0.25 for 1931	Mar. 8, 32
	8 1/4	Apr.	T. 5 for year 30-31	July 29, 32
Lands, Hotels & Buildings.						
H. & S. Hotels (C.R.)	18.15	...	...	...
(Rights)	3.40	Dec.	60 cts. (old) 3 cts. (new) for 1931	Mar. 16, 32
H.K. Lands	94	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 16, 32
Shanghai Lands Th.	10	Sep.	Final Dividend 1931-32 (making 10 for 1931)	Apr. 8, 32
Metropolitan Lands Th.	10 1/2	Dec.	T. 1 year 20-31	Oct. 28, 32
H. K. Realities	11.60	Dec.	10 cents on old for 1931	Feb. 29, 32
Asia Realities "A"	180	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 3, 32
"B"	23	Dec.	...	...
Chinese Estates	23	Feb.	Interior 10 cts. 1/2 for year 31-32	Jan. 30, 32
Cotton Mills.						
Ewo Cottons	15	Dec.	T. 1.50 for 1931	Apr. 29, 32
Shanghai Cotton Th.	75	Dec.	T. 2.25 for half year 31-10-31	Dec. —, 32
Zoong Sings	10	June	T. 0.50 for year 30-31	Oct. 8, 32
Public Utilities.						
H. K. Tramways	21 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Feb. 17, 32
Peak Trams (old)	16 1/2	Apr.	80 cts. on old for year 30-31	June 15, 32
(new)	9	Dec.	Dividend 1931-32 (making 10 for 1931)	Feb. 11, 32
Star Ferry	34 1/2	Dec.	Dividend 1931-32 (making 10 for 1931)	Apr. 27, 32
Yamnat Ferry	21	Sep.	10 cts. for year 30-31	Dec. 31, 32
China Light (old)	21	Dec.	25.50 for 1931	Mar. 29, 32
(new)	20.60	...	...	...
H. K. Electric	72 1/2	June	Final Dividend 1931-32 (making 10 for 1931)	Mar. 3, 32
Macao	24	Dec.	T. 0.50 for 1931	Feb. 25, 32
Sandakan Lights	12	June	None	...
H.K. Tel. fully paid	38 1/2	Dec.	Final Dividend 1931-32 (making 10 for 1931)	Mar. 3, 32
China Gas	34	Dec.	T. 0.50 for 1931	Feb. 25, 32
S'pore Tractions (Ord.)	14	Sep.	10 cts. on preference shares for 1931	Feb. 6, 32
(Prel.)	14 1/2	...	...	...
Industrials.						
Malabon Sugar	21	Dec.	Ps. 4.50 for 1931	Mar. 4, 32
Cald. Macg. Ord.	14	Dec.	T. 1.00 for 1931	Mar. 27, 32
(Pref.)	10 1/2	...	...	...
Canton Ice	5.05	July	20 cents for year 31-31	Oct. 9, 32
Cements (com.)	18.70	...	...	...
(old)	23.55	Dec.	45 cents on old for 1931	Mar. 31, 32
(new)	5.45	Dec.	50 cts. bonus 50 cts. m.k. 1/10 for 1931	April 7, 32
H. K. Ropes	14.10	Dec.	...	...
China Agriculture	10 1/2	Dec.	...	...
Stores, &c.						
Dairy Farm	98	Dec.	Dividend 1931-32 (making 10 for 1931)	Mar. 4, 32
Watsons	15	Oct.	50 cents for year 31-10-31	Apr. 19, 32
(Rights)	8 1/2	...	...	...
Der. A. Wings	1	...	...	...
Lanc. Crawfords (old)	5.80	Feb.	Last dividend for year 30-31	Apr. 30, 32
(new)	5.45	Feb.	Dividend 1931-32 (making 10 for 1931)	Apr. 30, 32
Mackintosh	18 1/2	Feb.	10 cts. bonus 10 cts. for year 31-32	Apr. 3, 32
Sinclair	17 1/2	Feb.	...	...
Wm. Powell	8.35	Feb.	...	...
Miscellaneous.						
H.K. Amusements	29 1/2	Mar.	Dividend 1931-32 (making 10 for 1931)	Sept. 30, 32
Ch. Entertainment	14 1/2	Dec.	Dividend 1931-32 (making 10 for 1931)	Mar. 29, 32
S. C. Enterprises	9	Dec.	...	...
United Theatre Th.	5	Dec.	...	...
Macao "Greyhound"	10	Dec.	...	...
Construction (Old)	1	Dec.	40 cents on old for 1931	Apr. 5, 32
(New)	1	Dec.	10 cents on new for 1931	...
B. Ind. G. S. Bonds	30 1/2	...	...	...
H.K. Govt. Loans	4 1/2	...	Interest half yearly	...



LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports
Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. FUSIJAMA (cargo boat)	May 3	May 3
S.S. CONTE ROSSO (passenger boat)	May 6	May 15
M.V. HIMALAYA (cargo boat)	May 4	June 1

* Outward voyage to Shanghai only.

Attention is called to the S.S. Conte Rosso which will make the voyage Hong Kong-Venice in 21 days thus allowing London passengers to reach destination the day after their disembarkation at Venice.

For Freight and Passages apply to—

Queen's Building,
Tel 22021

DODWELL & CO. LTD.
Agents.



REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.	
ASAMA MARU	Wednesday, 4th May.
SHINYO MARU	Sunday, 15th May.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	
HIKAWA MARU	Tuesday, 24th May.
HIYE MARU	Tuesday, 7th June.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	
HAKONE MARU	Saturday, 30th April.
SUWA MARU	Saturday, 14th May.
SYDNEY & MELBOURNE via Manila & Porto.	
KITANO MARU	Saturday, 28th May.
ATSUTA MARU	Saturday, 25th June.
BOMBAY via Singapore, Penang, & Colombo.	
† CALCUTTA MARU	Friday, 29th April.
IYO MARU	Wednesday, 11th May.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	
HEIYO MARU	Saturday, 21st May.
NEW YORK, BOSTON via Panama.	
LIVERPOOL via Saigon, Port Said, Marseilles, Genoa & Valencia.	
† TOYOOKA MARU	Friday, 18th May.
CALCUTTA via Singapore, Penang & Rangoon.	
† MURORAN MARU	Friday, 29th April.
† GENOA MARU	Monday, 9th May.
KOBE & YOKOHAMA.	
† BENGAL MARU (calls Moji)	Thursday, 5th May.
TERUKUNI MARU	Thursday, 12th May.
† DURBAN MARU	Saturday, 14th May.

† Cargo only.

For further information apply to—NIPPON YUSEN KAISHA.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

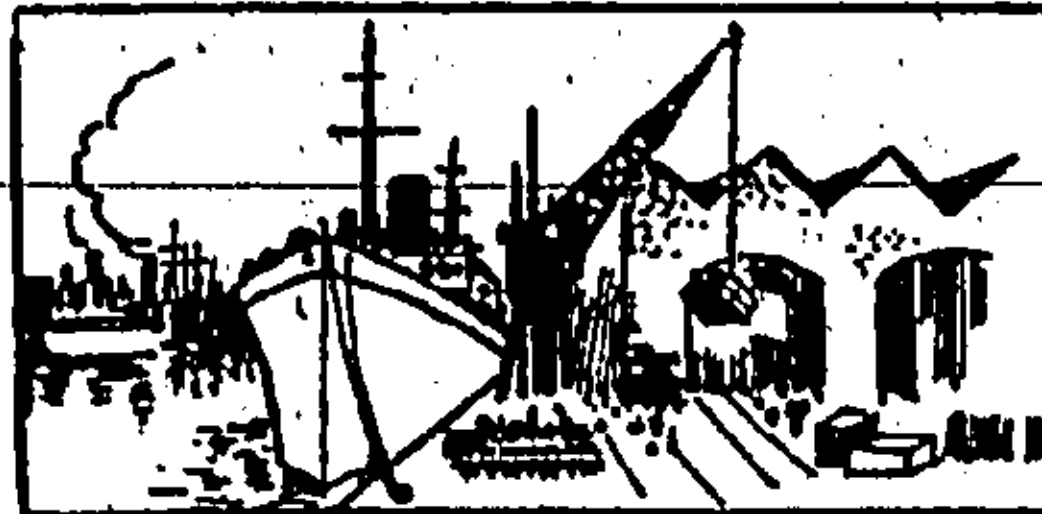
SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colombo, Durban & Capetown.	Montevideo Maru	Mon.	23rd May
MOMBAASA, ZANZIBAR, DAR-SS-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZABETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singapore & Colombo.	Manila Maru	Fri.	7th May
MELBOURNE via Brisbane & Sydney.	Melbourne Maru	Wed.	5th May
JAPAN PORTS (Frequent Services).			
LONDON, HAMBURG, ROTTERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	London Maru	Mon.	9th May
NEW YORK via Japan ports, Los Angeles & Panama Call Direct at Boston, Philadelphia & Baltimore.	Kinal Maru	Fri.	20th May
BOMBAY via Singapore, Belawan Deli & Colombo.	Celebes Maru	Wed.	4th May
CALCUTTA via Singapore, Belawan Deli & Rangoon.	Himalaya Maru	Mon.	2nd May
KEELUNG via Swatow & Amoy (8 p.m. every Sunday).	Hosan Maru	Sun.	1st May
JAPAN PORTS via Tokyo & Keelung.	Canton Maru	Sat.	8th May
TAKAO via Swatow & Amoy (Noon).	Canada Maru	Tue.	10th May

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

Telephone 30291.



Shipping Intelligence.

ARRIVALS OF SHIPS

Sunday, April 24.
Dryden, American str., 3,567 tons,
Capt. J. E. Fish, from Shang-
hai. Tsun Wan Anchorage.—L.
Everett, Inc.

Hallanger, Norwegian str., 5,714
tons, Captain A. Abrahamson,
from San Pedro, Lanchikok An-
chorage.—Standard Oil & Co.

Hydra 2, Norwegian str., 823 tons,
Captain L. Reed, from Bang-
kok, buoy No. B10.—Yong Hong
Long.

Mao Lee, Chinese str., 1,200 tons,
Captain Y. Watanabe, from
Shanghai, buoy No. B11.—Yee
Tai Hong.

New Mathilde, British str., 842
tons, Captain R. F. Mitchell,
from Holhow, Stonecutters An-
chorage.—Yik Tai & Co.

Pembrokehire, British str., 4,968
tons, Captain E. Beer, from
Shanghai, buoy No. A1.—J. M.
& Co.

Tsinan, British str., 2,100 tons,
Captain W. Shaw, from Amoy,
buoy No. B15.—B. & S.

Monday, April 25.
Adrastus, British str., 4,949 tons,
Captain R. Lloyd, from Yoko-
hama, Taikoo Dock.—B. & S.

Bueland, Norwegian str., 2,299 tons,
Captain Dahl, from Hongay,
buoy No. B28.—Wallem & Co.

Burgenland, German str., 4,321 tons,
Captain Vogeler, from Manila,
Kowloon Wharf.—Jebson & Co.

Calchas, British str., 6,313 tons,
Captain J. Power, from Shang-
hai, buoy No. A1.—B. & S.

Diomed, British str., 6,354 tons,
Captain W. A. Turner, from
Singapore, Holt's Wharf.—
B. & S.

Halldor, Norwegian str., 839 tons,
Captain M. Worsoe, from
Saigon, buoy No. B18.—Yuen
On S.S. Co.

Ikomasan Maru, Japanese str., 1,952
tons, Captain T. Okada, from
Dairen, buoy No. B23.—M.B.K.

Kittawa, British str., 708 tons,
Captain Crosthwaite, from
Amoy, North Point Wharf.—
Texas & Co.

Kwaiyang, British str., 1,432 tons,
Captain Hughes, from Canton,
buoy No. B2.—J. M. & Co.

President Jackson, American str.,
8,377 tons, Captain J. Griffith,
from Manila, Kowloon Wharf.
—Dollar S.S. Line.

Tean, British str., 1,351 tons, Cap-
tain J. Pringle, from Canton,
Taikoo Dock.—B. & S.

Tennessee, Norwegian str., 3,492
tons, Captain E. H. Gundersen,
Manila, Kowloon Wharf.—
Thoresen & Co.

Tuesday, April 26.
Chenonceaux, French str., 8,389
tons, Captain Pruneyre, from
Saigon, buoy No. A5.—M. M.
& Co.

Chung Kong, Chinese str., 447 tons,
Captain Kwok Shau, from
Tourane, buoy No. B8.—Yau
Lee & Co.

Clam, British str., 4,283 tons, Cap-
tain J. H. Armfield, from
Shanghai, North Point Wharf.
—A.P.C.

Georges Philippa, French str.,
9,511 tons, Captain Vicq, from
Shanghai, Kowloon Wharf.—
M. M. & Co.

Halvard, British str., 1,217 tons,
Captain A. Hall, from Saigon,
buoy No. B9.—Wo Fat Sing.

Nagato Maru, Japanese str., 4,325
tons, Captain Tanaka, from
Singapore, Kowloon Wharf.—
N.Y.K.

Prominent, Norwegian str., 1,877
tons, Captain R. Gjertsen, from
Saigon, buoy No. A10.—Nam
Tai Loong.

Protesilaus, British str., 6,118 tons,
Captain V. P. Williams, from
Shanghai, buoy No. A4.—
B. & S.

Rheinfeld, German str., 3,921 tons,
Captain Paschender, from Miri,
Kowloon Wharf.—Jebson & Co.

Sidajoe, Dutch str., 1,001 tons,
Captain Niemendijk, from
Samarinda, Yaukai Anchorage.
—J.C.J.

Suiyang, British str., 1,594 tons,
Captain Byrne, from Canton,
buoy No. B15.—B. & S.

Van Houten, Dutch str., 2,745 tons,
Captain H. Schander, from
Singapore, buoy No. A8.—
J.C.J.

CLEARANCES.

Monday, April 25.
Calchas, for Singapore.
Hydrangea, for Swatow.
Kidderepo, for Canton.
Mao Lee, for Canton.
New Mathilde, for Whampoa.
Pleasantville, for Los Angeles.
Tsinan, for Canton.
Tinhow, for Saigon.

Tuesday, April 26.
An Lee, for Dairen.
Ardent, for Bangkok.
Burgenland, for Shanghai.
Chenonceaux, for Shanghai.
Chipshing, for Canton.
Diomed, for Shanghai.
Dryden, for Manila.
Georges Philippa, for Saigon.
Haining, for Swatow.
Heian Maru, for Shanghai.
Sidajoe, for Canton.
Sunkong, for K.C. Wan.
Tennessee, for Shanghai.
Tjisandane, for Manila.
Tonkin, for K.C. Wan.

Wednesday, April 27.
The P. & O. s.s. Bangalore left
Singapore for this port on April
26 at noon, and is due here on
April 30 at about 4 p.m.

The R.M.S. Empress of Japan
arrived at Shanghai on April 26
(Tues.) at 5.30 p.m., left there
yesterday at 1 p.m., and is due
at Hong Kong to-morrow at 9 a.m.
She leaves for Manila to-morrow
at 10 p.m.

The R.M.S. Empress of Asia left
Vancouver for Hong Kong, via
Japan ports and Shanghai on April
23, and is due at Hong Kong on
May 11. She leaves for Manila
on the same evening.

The m.v. Javanese Prince from
New York sails from Shanghai
this afternoon and is expected
here on May 1 at daylight.

Thursday, April 28.
Japan, Shanghai and Europe via Siberia
(London, April 7) Calcutta Maru
FRIDAY, APRIL 29.
Manila President Taft
Japan, Shanghai and Europe via Siberia
(London, April 8) Hakone Maru
Canada, U.S.A., Honolulu, Japan and Shang-
hai (Vancouver, B.C., April 9) Empress of Japan
Europe via Negapatam (Letters only, Lon-
don, March 31) Hakozaki Maru
SATURDAY, APRIL 30.
Shanghai and Swatow Shantung
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Bangalore
Calcutta and Straits Yuen Sang
Europe via Negapatam (Papers only, Lon-
don, March 31) Afrika Maru
U.S.A., Honolulu, Japan and Shanghai (San
Francisco, April 1) President Pierce

OUTWARD MAILS.
THURSDAY, APRIL 28.
Saigon Shun Chih 3.30 p.m.
Samshui and Wuchow Tai Hing 4 p.m.
Hothow New Mathilde 5 p.m.
FRIDAY, APRIL 29.
Japan Hakozaki Maru 10.30 a.m.
Swatow, Amoy and Foochow Hai Yang 1.30 p.m.
Bangkok Bhaiang 1.30 p.m.
Manila Empress of Japan 5 p.m.
Japan, Canada, U.S.A., C. and S. America and Europe via Vic-
toria, B.C. President Taft
(Due Victoria, B.C., May 17.)
Parcels Apr. 29, 8 p.m.
Registration Apr. 29, 4.15 p.m.
Letters Apr. 29, 5 p.m.
President Taft
Registration Apr. 29, 5 p.m.
Letters Apr. 29, 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Hakone Maru
(Due Marseilles, May 23.)
G.P.O.
Registration Apr. 29, 5 p.m.
Letters Apr. 29, 6 p.m.
Takada
Parcels Apr. 29, 5 p.m.
Letters Apr. 30, 8.30 a.m.
Manila, Rabaul, Australia & New Zealand via Brisbane Nellore
(Due Brisbane, May 17.)
Parcels Apr. 29, 5 p.m.
Registration Apr. 30, 9.45 a.m.
Letters Apr. 30, 10.30 a.m.
SATURDAY, APRIL 30.
Haitong 2.30 p.m.
Amoy 2.40 p.m.

STEAMERS' MOVEMENTS.
The P. & O. s.s. Bangalore left
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The m.v. Javanese Prince from
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Manila President Taft
Japan, Shanghai and Europe via Siberia
(London, April 8) Hakone Maru
Canada, U.S.A., Honolulu, Japan and Shang-
hai (Vancouver, B.C., April 9) Empress of Japan
Europe via Negapatam (Letters only, Lon-
don, March 31) Hakozaki Maru
SATURDAY, APRIL 30.
Shanghai and Swatow Shantung
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Bangalore
Calcutta and Straits Yuen Sang
Europe via Negapatam (Papers only, Lon-
don, March 31) Afrika Maru
U.S.A., Honolulu, Japan and Shanghai (San
Francisco, April 1) President Pierce

OUTWARD MAILS.
THURSDAY, APRIL 28.
Saigon Shun Chih 3.30 p.m.
Samshui and Wuchow Tai Hing 4 p.m.
Hothow New Mathilde 5 p.m.
FRIDAY, APRIL 29.
Japan Hakozaki Maru 10.30 a.m.
Swatow, Amoy and Foochow Hai Yang 1.30 p.m.
Bangkok Bhaiang 1.30 p.m.
Manila Empress of Japan 5 p.m.
Japan, Canada, U.S.A., C. and S. America and Europe via Vic-
toria, B.C. President Taft
(Due Victoria, B.C., May 17.)
Parcels Apr. 29, 8 p.m.
Registration Apr. 29, 4.15 p.m.
Letters Apr. 29, 5 p.m.
President Taft
Registration Apr. 29, 5 p.m.
Letters Apr. 29, 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles Hakone Maru
(Due Marseilles, May 23.)
G.P.O.
Registration Apr. 29, 5 p.m.
Letters Apr. 29, 6 p.m.
Takada
Parcels Apr. 29, 5 p.m.
Letters Apr. 30, 8.30 a.m.
Manila, Rabaul, Australia & New Zealand via Brisbane Nellore
(Due Brisbane, May 17.)
Parcels Apr. 29, 5 p.m.
Registration Apr. 30, 9.45 a.m.
Letters Apr. 30, 10.30 a.m.
SATURDAY, APRIL 30.
Haitong 2.30 p.m.
Amoy 2.40 p.m.

POST OFFICE NOTICE.
INWARD MAILS.
THURSDAY, APRIL 28.
Japan, Shanghai and Europe via Siberia
(London, April 7) Calcutta Maru
FRIDAY, APRIL 29.
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(Due Victoria, B.C., May 17.)
Parcels Apr. 2

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*ALIPORE	5,300	2nd May	Straits, Colombo & Bombay.
RANPURA	17,000	7th May	Bombay, Marseilles & London.
†*SOMALI	9,800	14th May	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
CHITRAL	18,000	21st May	Bombay, Marseilles & London.
*KIDDERPORE	5,300	31st May	Straits, Colombo & Bombay.
RANCHI	17,000	4th June	Bombay, Marseilles & London.
†*BANGALORE	9,800	11th June	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
NALDERA	16,000	18th June	Bombay, Marseilles & London.
KAISAR-I-HIND	12,000	2nd July	Bombay, Marseilles & London.
†*BHUTAN	9,800	9th July	Bombay, Marseilles, London, Havre, H'burg, R'dam, A'werp & Hull.
RAJPUTANA	17,000	16th July	Bombay, Marseilles & London.
MANTUA	11,000	30th July	Bombay, Marseilles & London.
†*SOUDAN	9,800	6th Aug.	Bombay, Marseilles, London, Havre, H'burg, R'terdam, Antwerp & Hull.
RAWALPINDI	17,000	13th Aug.	Bombay, Marseilles & London.
RANPURA	17,000	27th Aug.	Marseilles & London.
MALWA	11,000	10th Sept.	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca. ‡ Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA	7,000	1932. 10th Apr.	Singapore, Penang & Calcutta.
SIRDHANA	8,000	17th Apr.	
TILAWA	10,000	28th May	

B.I. Apcar Line steamers have excellent accommodation for
1st and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NELLORE	7,000	1932. 10th Apr.	Manila, Rabaul, Brisbane, Sydney & Melbourne.
TANDA	7,000	17th Apr.	
NANKIN	7,000	2nd July	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*BANGALORE	6,500	1932. 1st May	Shanghai, Kobe & Yokohama.
RANCHI	17,000	8th May	
TILAWA	10,000	15th May	
TANDA	7,000	22nd May	Shanghai, Kobe & Yokohama.
TALMA	10,000	29th May	Shanghai, Kobe & Yokohama.
NALDERA	16,000	5th June	Shanghai, Kobe & Yokohama.
*BHUTAN	9,800	12th June	Shanghai, Kobe & Yokohama.
SANTHA	8,000	19th June	Shanghai, Kobe & Yokohama.
KAISAR-I-HIND	12,000	26th June	Shanghai, Kobe & Yokohama.
NANKIN	7,000	3rd July	Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	10th July	Shanghai, Kobe & Yokohama.
*SOUDAN	9,800	17th July	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

All cabins are fitted with Electric Fans or Pumps, Louvre System.

Steamers on London and Australian Lines are fitted with Wireless.

Parcels measuring not more than 8 ft. x 4 ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.

For further information, Passengers, Freight, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill, E.C. 4, Hong Kong. Agents

TROUBLE ON A SHIP.

Razor Used in Forecastle Quarrel.

SHANGHAI COURT CASE.

At H. B. M. Police Court on April 19, before Mr. C. H. Haines, Alexander Cameron, ship's fireman, was charged with having at 11.30 p.m. on April 18 on board the British seamer Silkworth, then lying at Nos. 4 and 5 buoys in Shanghai harbour, assaulted another fireman, named Emmanuele Vacallo, with a razor causing him grievous bodily harm.

Sitting on the Bench with Haines was Mr. Hughes, Shipping Consul. Mr. Victor Priestwood, Crown Advocate, conducted the prosecution.

Complainant, who is a Maltese, appeared in Court with his throat swathed in bandages while the upper part of the body of the accused, who was dressed only in a shirt and trousers, was smeared with blood.

Evidence was given by Captain Blacklock, Master of the Silkworth, James Jarvis, a fireman, and Detective-Sergeant Willis.

Scene in Forecastle.

Complainant said accused cut his throat the previous night in the fore-castle of the Silkworth. The witness had been sick for three days and was lying in his bunk when accused came in. He was drunk and came to witness's bed and shook him. Witness asked him what was the matter and got up and sat on his bunk. Accused said "I don't care for anybody; I don't care for you." The other firemen present told witness not to take any notice of what he was saying. Accused then took out a razor. Witness believed he took it from inside his bed. He opened it and said "I'll cut you with this" and put it against witness's neck. Witness thought he was joking and told him to put it down adding that he was not afraid of him. Thereupon accused slashed witness's throat. Witness shouted a little bit and accused said "I am sorry I did that. It was my temper." He then said "Cut me the same way" but witness refused. He caught accused by the neck of his shirt and took him to the steward's cabin but could not find the steward. He saw the chief mate who asked what was the matter. Witness replied "Look at what is the matter" and the chief mate replied "Leave him alone." Witness then knocked at the captain's cabin door, but no one came. Witness told the chief mate that he was going to take accused to the police. A launch came to the gangway and he pulled accused on to it. The launch went ashore and they walked to the Roma Italian Cafe. The proprietor spoke Italian and witness asked him to give him something to wrap up his throat. The proprietor telephoned to the police and bandaged witness's throat. Accused was with him in the Cafe and when the police came they took witness to the hospital.

Asked by Mr. Haines the nature of his illness, complainant said he had a "shout in his belly" (laughter). Asked to explain himself he said he had wind in his stomach and a pain in his legs.

Ill-feeling About Duty.

In reply to Mr. Priestwood, complainant said about 5.30 p.m. earlier in the evening accused came to him and quarrelled with him. It was had previously been in the Maltese watch, but the second engineer had told him to join accused's watch. Accused said witness was to stay in his old watch and not to join his. Witness referred him to the second officer.

Accused: When I used the razor on you what did you use on me? The pickle jar over my head.

Complainant: You liar.

Mr. Haines: Did you use any thing on him?

Complainant: No, sir.

Accused made a statement in which he alleged that he cut complainant's throat in self-defence during a struggle in the mess-room.

Mr. Haines said that he must give accused the maximum punishment which he was entitled to give him viz., three months' imprisonment with hard labour.

Complainant said accused cut his throat the previous night in the fore-castle of the Silkworth. The witness had been sick for three days and was lying in his bunk when accused came in. He was drunk and came to witness's bed and shook him. Witness asked him what was the matter and got up and sat on his bunk. Accused said "I don't care for anybody; I don't care for you." The other firemen present told witness not to take any notice of what he was saying. Accused then took out a razor. Witness believed he took it from inside his bed. He opened it and said "I'll cut you with this" and put it against witness's neck. Witness thought he was joking and told him to put it down adding that he was not afraid of him. Thereupon accused slashed witness's throat. Witness shouted a little bit and accused said "I am sorry I did that. It was my temper." He then said "Cut me the same way" but witness refused. He caught accused by the neck of his shirt and took him to the steward's cabin but could not find the steward. He saw the chief mate who asked what was the matter. Witness replied "Look at what is the matter" and the chief mate replied "Leave him alone." Witness then knocked at the captain's cabin door, but no one came. Witness told the chief mate that he was going to take accused to the police. A launch came to the gangway and he pulled accused on to it. The launch went ashore and they walked to the Roma Italian Cafe. The proprietor spoke Italian and witness asked him to give him something to wrap up his throat. The proprietor telephoned to the police and bandaged witness's throat. Accused was with him in the Cafe and when the police came they took witness to the hospital.

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HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

April 26 to May 2, 1932.

Date	High Water Standard Ht.	Low Water Standard Ht.
April 26	12 30	0 30
Tues. 27	12 30	0 30
Wed. 28	13 20	0 55
Thurs. 29	14 20	0 55
Fri. 30	15 15	0 55
Sat. 1	16 15	0 55
Sun. 2	17 15	0 55
Mon. 3	18 15	0 55

CONSIGNEES

BLUE STAR LINE.

NOTICE TO CONSIGNEES.

Steamer,

"GAELIC STAR"

From ANTWERP, HAMBURG,
ROTTERDAM, SWANSEA
NEWPORT & PORTS.

Consignees of Cargo, are hereby informed that all Goods are being landed at their risk into the Godowns of the Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will not be landed here, unless notice has been given 48 hours prior to vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 7th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant at 10 a.m. by our surveyors, Messrs. Goddard & Douglas.

In the case of dutiable goods, Consignees are requested to inform The Imports & Exports Office that they have such cargo for examination.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hong Kong, 22nd April, 1932.

CAPTAIN CAVALLE DROWNED.

Body Found In Hooghly River.

Calcutta, April 7.
The body of Captain A. J. Cavalle, a Devonshireman, Master of the coasting vessel Nizam, was found floating in the Hooghly River this morning.

Captain Cavalle disappeared after a dance on Saturday night.

KAIPING HOUSEHOLD COAL

In Lots of not less than

1/2-ton:

Delivered to Peak District

(above Bowen Road), \$23.00

per ton.

Delivered to Bowen Road

and Lower Levels, \$21.00

per ton.

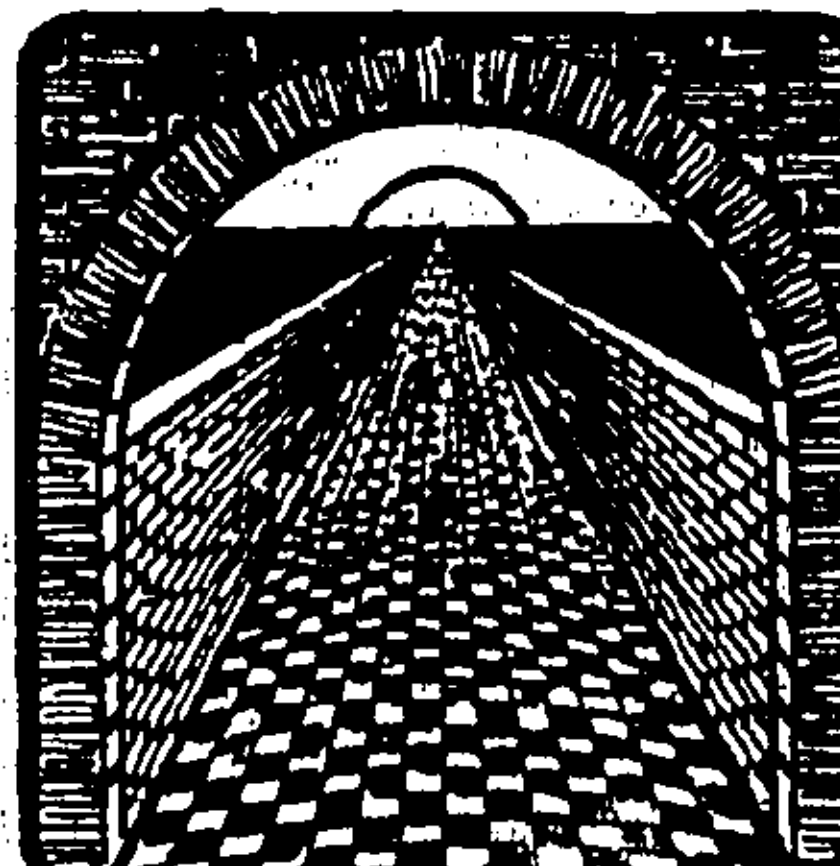
Delivered to Pokfulam Road,

\$23.00

per ton.

Delivered to Kowloon, \$19.00

per ton.



Orders should be sent in writing at least 24 hours before the Coal is required.

All orders must be accompanied by Cash, Cheque, or Comprode Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENTSIN.

DODWELL & CO., LTD., Agents, Hong Kong.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

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Telegrams: "MANIFESTO, HONG KONG." KOWLOON, HONG KONG HONG KONG OFFICE 1932.

Telephone: KOWLOON DOCK 1932.

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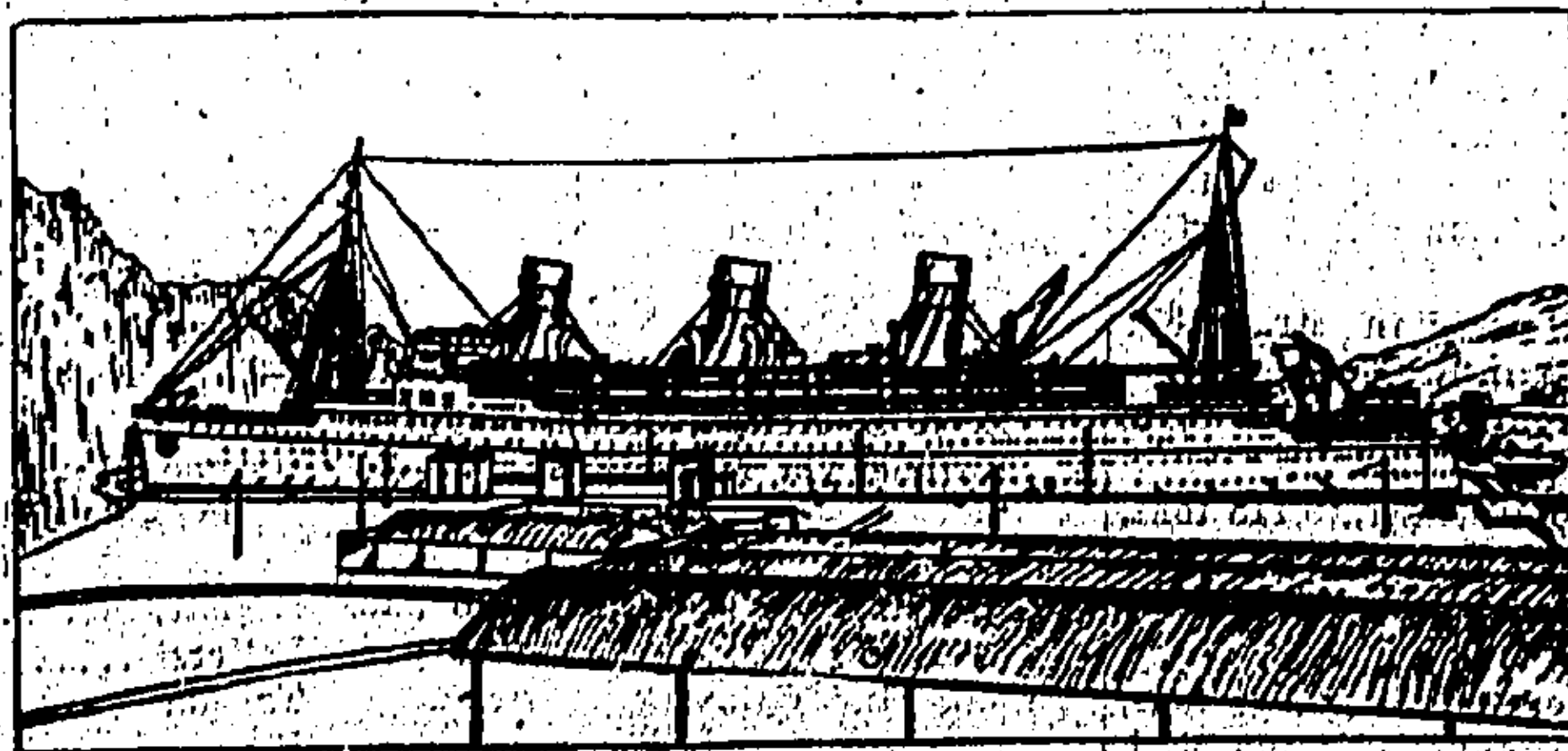
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In No. 1 Dock. Dimensions:—447'0" O.A. 135'0" x 45'0" M.D. 28,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The Dimensions of No. 1 Dock are 447'0" x 135'0" x 45'0" and will accept all S.S. & R.T. Salvage Tugs, Heavy Rowing, 2,000 Tons, Wharves, Coal, Grain, Y.P.M.T. and Flag.

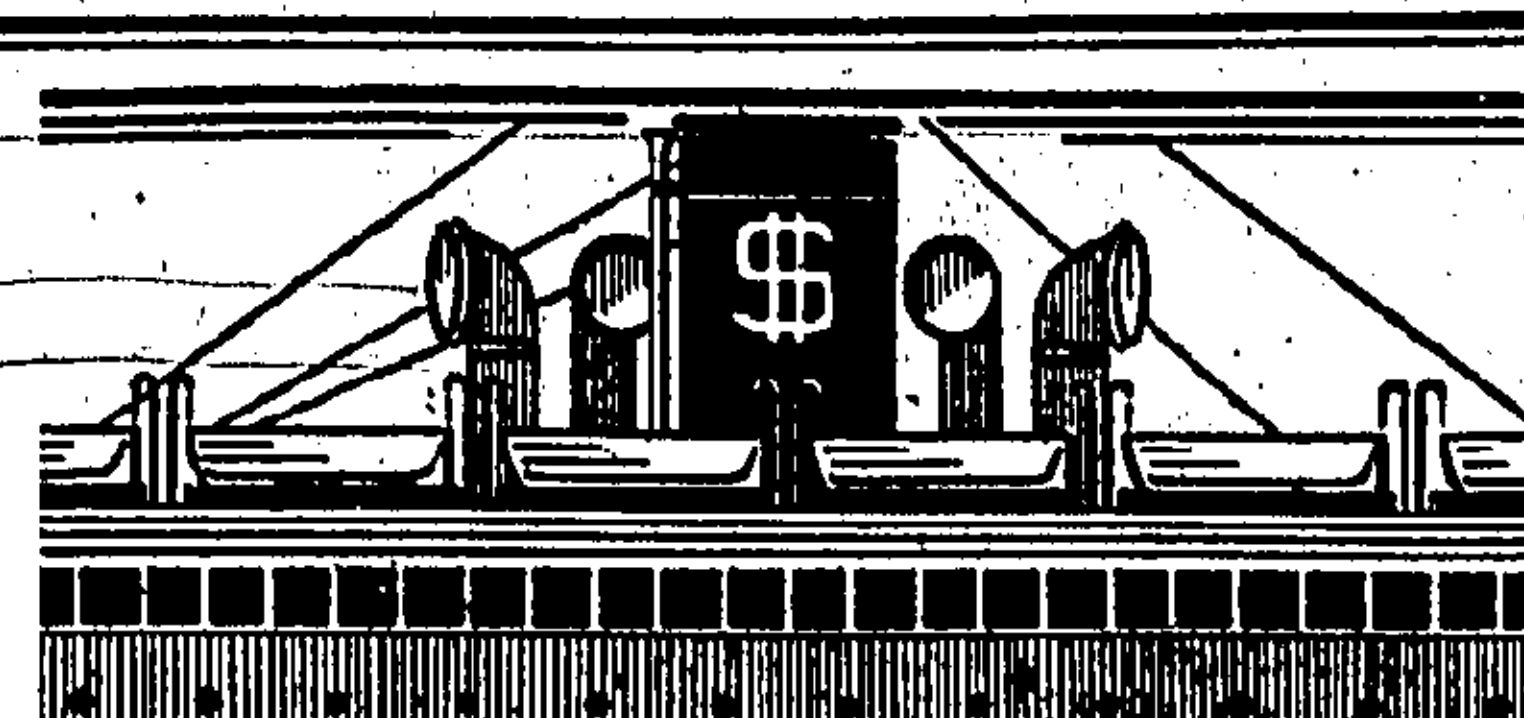
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Codes: U.S. A.R.C. 1932. British, American, French, and German Editions.

Wharves, Docks, Slips, and Slipways.

Kindly send enquiries to the Office Manager.

H.K. 1932. H.K. 1932. H.K. 1932.



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To CANADA and UNITED STATES

ALL YEAR ROUND TRIP TICKETS —

and RETURN ... G\$630.00 TO VICTORIA (CANADA).
VANCOUVER (CANADA).
SEATTLE (U.S.A.).

and RETURN ... G\$656.00 SAN FRANCISCO.
LOS ANGELES.

Time Limit. — One Year.

SUMMER ROUND TRIP TICKETS —

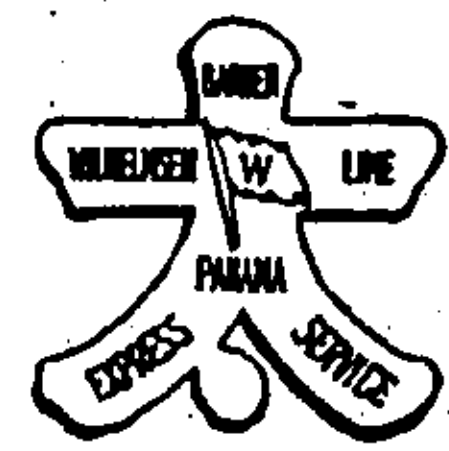
and RETURN ... G\$540.00 TO VICTORIA (CANADA).
1ST CLASS ... VANCOUVER (CANADA).
SPECIAL CLASS ... G\$300.00 SEATTLE (U.S.A.).

and RETURN ... G\$562.00 SAN FRANCISCO.
SPECIAL CLASS ... G\$345.00 LOS ANGELES.

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT HOOVER" AND "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE



BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Telephone 25021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR APRIL, 1932 (Subject to Change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong.	Arrives Wuchow.	Leaves Wuchow.	Arrives Hong Kong.
TAI HING	THURS. 28th	SAT. 30th	SUN. 1st	MON. 2nd
TAI MING	SAT. 30th	MON. 2nd	TUES. 3rd	WED. 4th

Regular Service of Fast, High Class River Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

Ports of Call—Samshui, Shumshui, Tientsin & Doolin.

Passes Return (not including meals): \$30.00.

Meals and Wine are to be obtained on board.

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For further information apply to—

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THE MOTORISTS' PAGE

OPPEL
MOTORCARS

BULLETIN

THE FIRST SHIPMENT OF THESE 4-CYLINDER AND 6-CYLINDER UP-TO-THE-MINUTE MOTOR CARS HAS JUST BEEN RECEIVED BY THE DRAGON MOTOR CAR COMPANY, LTD., 33, WONG NEI CHUNG ROAD, HAPPY VALLEY. THE PUBLIC ARE CORDIALLY INVITED TO TELEPHONE 30228 OR CALL FOR A DEMONSTRATION.

PRODUCT OF GENERAL MOTORS

RUNNING-IN IS WORTH WHILE

Why it Pays to Nurse a New Car During The First 500 Miles or More

No piece of mechanism works so well when brand new as it does when it has been running for some considerable time; this discrepancy is particularly noticeable in the case of a car. No matter how carefully the various working surfaces are finished, nor how accurately they may be put together, they cannot achieve really free running until the car has been driven for quite a considerable mileage. The period usually allotted to what is known as "running-in" is about 500 miles, but, as The Motor thoughtfully points out, in actual fact it pays to continue the nursing process until double this distance has been covered.

Difference to Durability.

A point which many owners/drivers fail to realise is that the full benefits derived from running-in a new car with care are not made manifest until it has covered 10,000 miles or so. At this stage an engine which has been treated carefully will be commencing to give trouble in various directions, notably by consuming more oil than seems reasonable, while one which was driven with circumspection early in its life will be running as well as ever. Furthermore, there is usually quite a big difference in the smoothness and quietness with which an engine runs after 10,000 miles according to whether or not it was treated properly at the beginning.

During the process of running-in, what actually happens is that all the working surfaces gradually become polished to a mirror-like finish, tiny excrescences left when they were machined being rubbed off one against the other. Simultaneously, the surfaces of the soft white-metal bearings used to carry the crank-shaft and also to line the big-ends of the connecting rods become consolidated by pressure, just as a gravel road can be squeezed and smoothed by a heavy roller.

In the end the pistons and bearings which worked so stiffly at the commencement will run quite freely, so reducing friction to a minimum. At the same time, the surfaces will be in a proper condition to work for long periods without undue wear.

The reason that care must be taken when driving a new car is that until these various effects upon the bearing surfaces are produced their stiffness renders them particularly susceptible to damage from overloading or overspeeding. A little thought will show clearly that the amount of heat generated in a stiff bearing depends both upon the load pressing the surfaces together and the speed at which rubbing takes place.

Simple Driving Rules.

Bearing these points in mind, it is quite easy to deduce the rules which should govern a driver when handling a brand-new car. In the first place, he must at all costs limit his speed to a reasonable figure; for most cars this will be, at first, 30 m.p.h., on top and, perhaps, 20 m.p.h. on the next indirect gear. He must also avoid full-throttle hill-climbing; for example, if a fairly steep gradient is being tackled, it is better to climb it at 15-20 m.p.h., on "third," using half throttle, than at a similar speed on "top" using full throttle with the engine labouring heavily.

As the mileage increases it is permissible gradually to augment the load imposed upon the engine; indeed, if one does not do so, running-in may take an interminable time. Thus, after 250 miles or so one can raise the top gear speed to 35 m.p.h. and can indulge in occasional bursts up to 40 m.p.h. Even higher speeds will do no harm so long as they are not maintained for more than, say, half-a-minute at a time. This gradual increase in loading can be carried on as the miles build up, the aim being that eventually, when a distance of 1,000

miles has been covered, the car is capable of being used quite freely.

It will be seen that this procedure forms a sharp contrast to the erroneous method so often pursued in which the owner scrupulously avoids exceeding 20 m.p.h. for 500 miles and then suddenly commences to use his car as though it were fully run-in. The probability is even this period of running at such a low speed will not have freed the working parts to any important extent, so that the trouble taken is largely wasted.

Before concluding, it is worth noting that, although these remarks have been applied mainly to the engine, there are many other bearings throughout the car which benefit from care in running-in. Thus, any rough places will be gradually removed from the gears and shafts in the gearbox and back axle, until the whole mechanism works smoothly. A certain amount of abrasion must naturally occur, so that it is a very good plan to drain the oil from the engine, gearbox, and back axle at the end of 1,000 miles, then having these important components flushed out before refilling them with fresh, clean lubricant. As gearbox and axle oils are usually thick and intractable it is a good plan to tackle the draining of these components just after a long run when the lubricant is thin.

Finally, the use of an upper cylinder lubricant must be mentioned as this is especially valuable during the running-in period when the pistons are tight and the new bearings are not throwing much oil up into the cylinders. Entering the engine by way of the inlet valve, such lubricants go directly to the working surfaces of the cylinder bores. In any case it must be remembered that to secure a reasonably free circulation of oil before setting forth in the morning the engine should be allowed to warm up for some time—at least five minutes in cold weather.

THOSE SMALL CARS!

The proud owner of the baby car offered to take a friend for a ride into the country. The offer was accepted, and off they went at a very fair pace.

After some considerable time the friend turned to the driver and said: "I say, old man, when do we reach the country?"

"Country?" replied the other. "Why, we are in the country now."

"But hang it all," said the passenger, "all I have seen is that beastly high wall on either side of us for miles now."

"Wall, indeed," said the owner, "that's the kerb!"

TYRE WEAR.

There are a number of contributory factors which may cause or assist premature tyre wear, and it is, only by eliminating each possibility that the actual cause of the trouble may be definitely located. Wheel alignment is most important. The correct track of the front wheels is such that they point inwards $\frac{1}{8}$ in.—in other words, measurements taken between the rear edge and between the front edge of the front wheels at axle height should vary to that extent, the greater measurement being at the rear. Care must be exercised to take these measurements equidistant from the ground in both instances. Also make sure that the wheels are true. In the event of any discrepancy, alteration is quite easily effected by either shortening or lengthening the steering track rod, which provided with suitable adjustment for this purpose.

Further, you should satisfy yourself that the front axle has not been bent in any way, and that the front spring anchorage is intact—the U bolts being perfectly tight.

The next point which should receive attention is the steering mechanism; for you will appreciate that if the joints are at all slack there may be a tendency for slight wheel wobble to take place, which is in itself a direct cause of wear on the front tyres. Provision for adjustment is made, which you will find detailed on pages 38-37 of the Car Manual.

Finally check over the wheels for correct tracking by holding a string line, held taut, against front and rear wheels on each side, when any discrepancy can be detected.

Slightly greater wear on the outside edges of balloon tyres is quite normal, due to the comparatively low inflation pressure, and the near-side wheel being continually run on the amber of the road. Therefore, to balance any tendency in this direction we always recommend that the near-side tyre be changed periodically to the off-side, and vice versa.

Possibly you will consider the foregoing suggestions rather formidable but, naturally, they may not all be applicable in your particular case! We are confident that if you will investigate them you will have no difficulty in locating the actual cause of the rapid tyre wear. We shall be interested to learn in due course whether you have been successful.

The petrol tax yield in the United States approximated \$25,000,000 dollars in 1931.

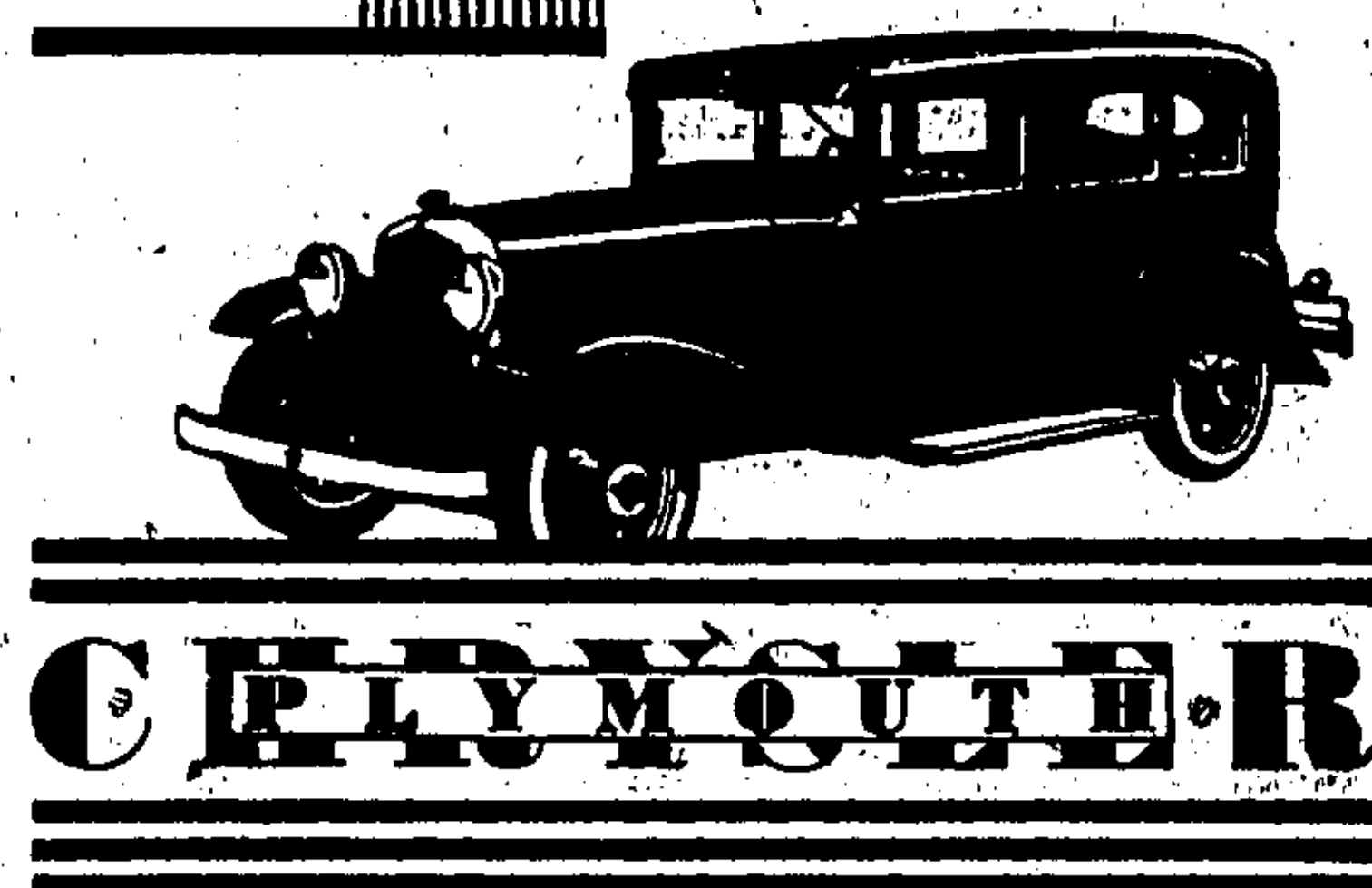
adopted and shock absorbers are fitted to front and rear axles.

Four-wheel brakes operate on drums ten inches in diameter. Other points include self-aligning steering, all connections rubber-mounted, a give long life and freedom from rattle, and front and rear bumpers.

As already stated, the chassis has a wheelbase of 77 in. and a track of 51 in. which enables a very

The price of the new car will not be too far from the \$100 mark.

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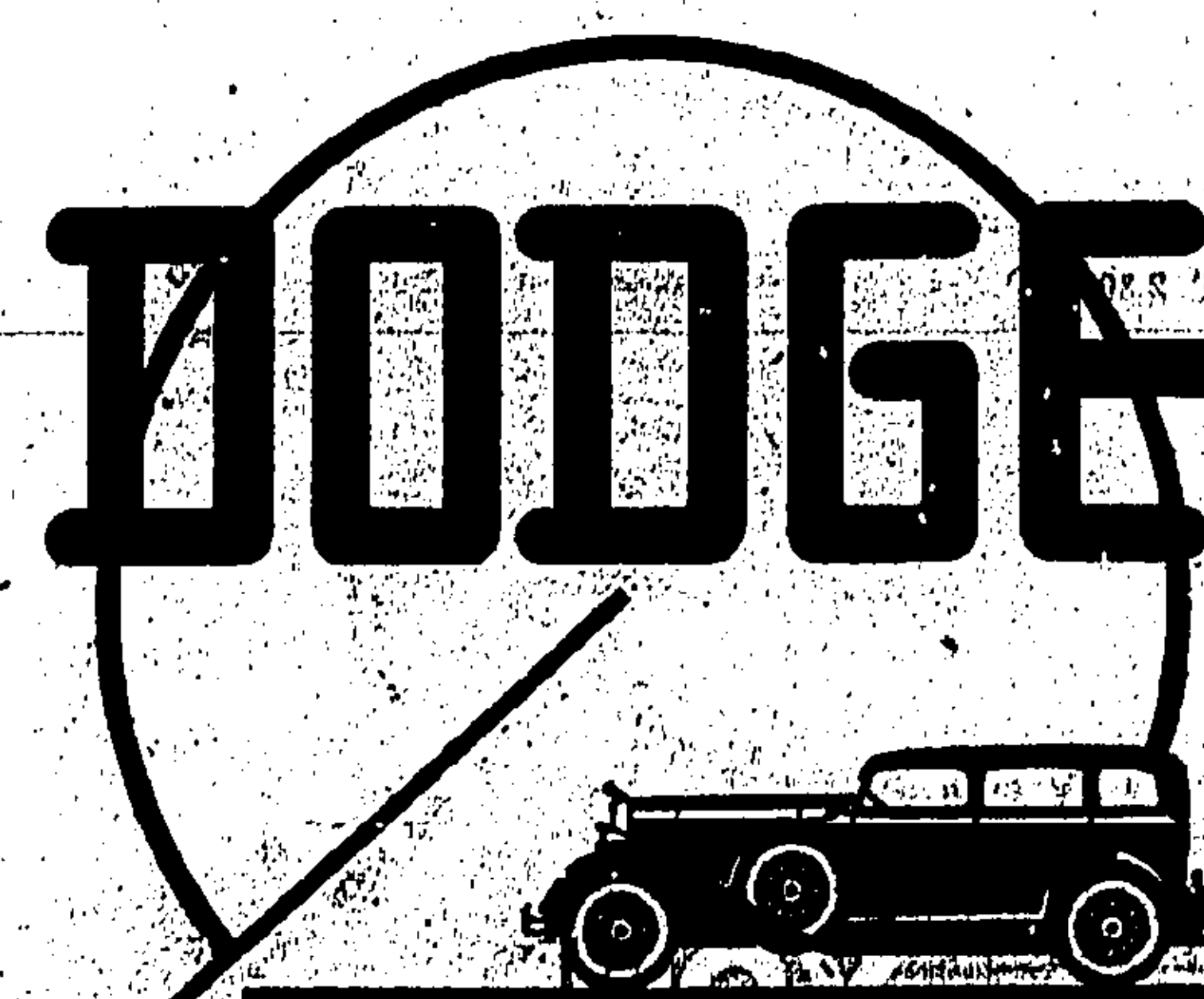
More than 620 miles a day for 100 consecutive days over some of the worst roads in Germany was a recent achievement of a Model A Ford standard Tudor car. Designed only to show the ability of a Ford to withstand the shocks and abuse of a long journey under exceptionally difficult driving conditions, the run was not intended to be a non-stop test and the car was halted three times daily to be checked.

In the course of the run, the Ford circled through Berlin, Potsdam, spare wheel.

Munich, Frankfurt, Hanover and Hamburg, more than 50 times over a route notorious through Europe for its miserable stretches, its dangerous hairpin curves, and its steep grades. In spite of these obstacles and some of the worst weather experienced in that section of Germany in a decade the Ford maintained its minimum of 621 miles a day although stops were necessarily made to refuel, replenish the oil and wash the car.

Four pairs of drivers relieving each other after every 14 hours of driving piloted the Ford in the run which in more than 50 laps about the circular route compelled them to negotiate traffic and comply with rigidly enforced speed regulations in no less than 19,980 villages and 2,000 towns. Aside from a second horn believed necessary in view of extremely dangerous conditions to be met in the run, the only special equipment on the car was an extra-circled through Berlin, Potsdam, spare wheel.

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LABOUR-SAVING IN MOTORCARS.

Modern Fashions Are Not Helpful.
FABRIC BODY.

"There's no profit in a wash-and-polish," said my friend the garage man. "Do you know that a large dirty car uses up 600 gallons of water in one wash?"

I didn't know, writes the Motoring correspondent of the Evening News, but it has always been a marvel to me how little designers and manufacturers have done to make it easy to keep a car spick and span. There was, of course, the use of fabric instead of metal panelling for bodywork. This was a great step forward but now every manufacturer is hard at work taking a step back—the fabric body is unquestionably on the wane.

The argument against it is that it never looks as well as the polished panel, and that is true. If every car were washed every day there would be no excuse for the fabric body except on the score of saving a negligible amount of weight.

But give me, as an owner-driver, fabric every time. Not only is it easier to wash, it does not need washing so often, because there is no gloss for it to lose.

Mud is the only thing that seriously harms its appearance, and I shamelessly confess that in dry weather my own fabric saloon has often gone a month without a wash. If it had chromium plating it would not look a particle the worse for being left unpollished for so long a period. This—and similar inventions, like stainless steel, are the biggest labour-saving devices in motoring, more so even than the grouping of gears on the

Wash Wheels Are Smart—But They Are Counteracted, however,

by such contradictory fashions as the present one for wire wheels. Like most people, I like the look of wire wheels, especially in comparison with the so-called "artillery" wheel of wood or steel. But they "do" take some keeping clean!

Better mudguards and better streamlining could do much to keep cars clean. On a really wet day the inefficiency of the average mudguard is soon realised. I doubt whether it protects its own car much better than it saves other cars from being splashed. The new fashion for doing away with running boards is smart, but makes for more washing.

As for streamlining, the best way to realise how stupidly it is neglected is to examine the back panel of the saloon car after half an hour on the average open road in muddy weather. It will be evenly spread with mud, every drop of which it has sucked back on itself by its own motion. Every ounce of that back-draught is pulling against the forward motion of the car, fighting against the engine.

Fountains of Mud.

Cars don't seem to be fitted with under-shields in these days, mostly for the excellent reason that there is no room for them with the low-built chassis of to-day. Well, we may be better off without them, but I have seen little fountains of mud and water spurting up through the slot of the hand brake, wetting the driver's ankles as well as spilling the carpet. The leather or fabric sleeves fitted round the brake levers of many cars keep out more than mere draughts.

Keeping the body of a car clean, inside and outside, is child's play in comparison with keeping the engine spotless. A few drops of oil seep out and soon the whole cylinder block, crankcase, and timing gear cover are coated with a black sticky paste of oil and dust and dead

FORD BABY CAR BY T. H. WISDOM.

Will Have No-Bother Engine.

London.

I am able to divulge to-day full details of the new "baby" Ford, which will be seen for the first time at the Ford Motor Show, which opens at the Albert Hall, writes Thomas H. Wisdom in the Daily Herald.

Since the Daily Herald published the first news and illustrations of the new "baby," motorists all over the world have been anxious to learn the full specification.

The four-cylinder engine has a Treasury rating of 7.93 horsepower, bringing it within the 28 tax class. It has

Three-bearing crankshaft, Forced feed lubrication, Thermo-siphon cooling, and a Detachable cylinder head.

Valves are of special silicon chromium steel with the distinctive "mushroom-ended" stems which, on the current Ford models, have been found to eliminate the necessity for frequent tappet adjustment.

Pistons are of aluminium alloy and fitted with three rings.

To reduce engine noise and vibration to a minimum, the engine is suspended at four points on rubber.

Ignition is by distributor and coil, and the headlamps are fitted with anti-dazzle lenses.

The three-speed gear-box is of the synchromesh type—making for easy and silent gear-changes—with a "silent-second."

Gear ratios are: Top, 5.42 to 1; second, 3.53 to 1; first, 16.63 to 1; reverse, 21.76 to 1.

The rear-axle is of the Ford fully floating type, and the clutch is a Transverse-springing has been very near the \$100 mark.

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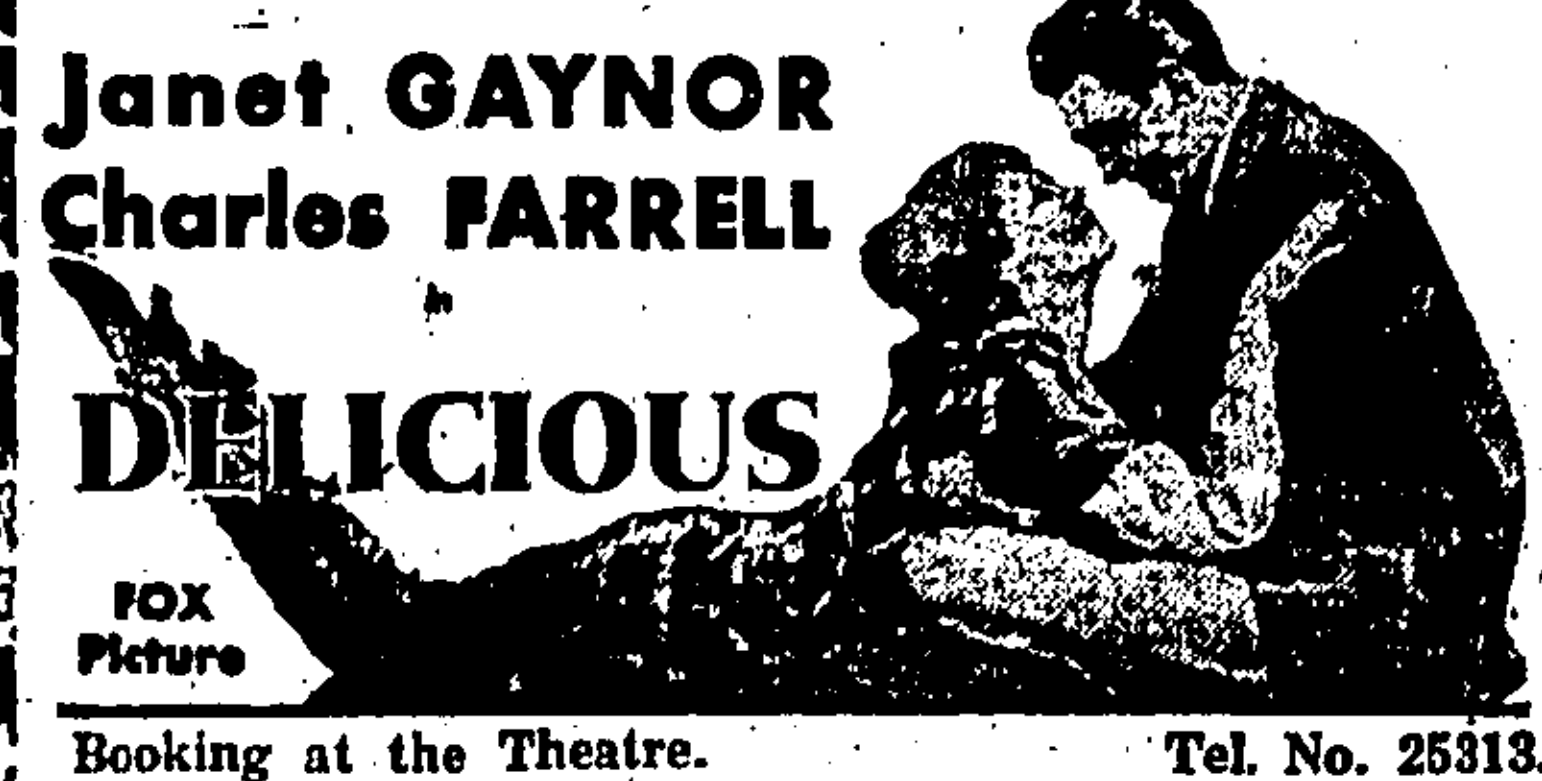


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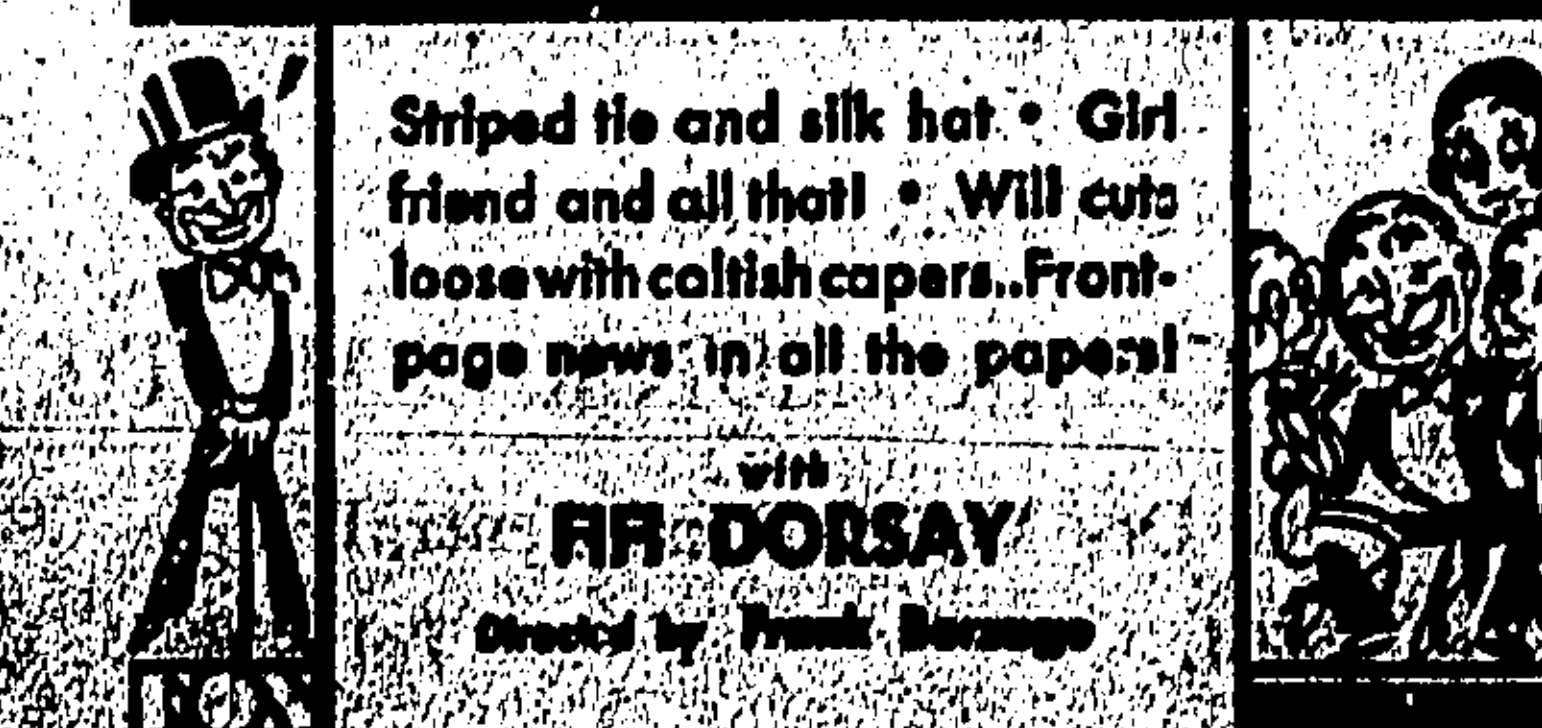
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ARSENAL COMEBACK TOO LATE?

**HUDDERSFIELD DEFEATED
NEWCASTLE'S RELAPSE AFTER
CUP FINAL.**

RANGERS CAPTURE POINTS

(From Our Own Correspondent.)

London, Yesterday.
The Arsenal are on the road to success, but alas too late! To-day they defeated Huddersfield on foreign soil by the odd goal in three. Newcastle, the Cup holders, were forced to a draw on their own ground by the lowly-placed Blackpool, both sides scoring twice.

In the Scottish League the Rangers defeated the Hamilton Academicals by the only goal scored to gain two points and to ensure their position as runners-up in the Scottish First Division. Clyde also gained a home victory over Queen's Park by a solitary goal.

EVERTON FAVOURED.

Though winning by the narrow margin of the odd goal in three against such a stiff hurdle as Huddersfield on their own ground, the Arsenal have certainly improved their slender chances of carrying off the League Championship for the second year in succession, but they have still to await three defeats for Everton, which is highly improbable.

The Cup holders showed a bad relapse when they were held to a draw by Blackpool who, by the way, are making a great attempt to escape relegation. A very interesting state of affairs exists in the bottom half of the First Division. West Ham with two games to play can secure a maximum of 35 points; Grimsby, with three matches in hand, can touch 34; and Blackpool, with two matches to play are able to reach 33. Saturday's results may determine the fate of the two latter clubs.

The Rangers made up for their

mid-week defeat at the hands of the Airdrieonians, by securing two points at the expense of Hamilton Academicals. They are, however, out of the running for the Championship as their maximum number of points could only be 59 whereas Motherwell are now 64, with the possibility of gaining 66.

Clyde as the result of their narrow victory over Queen's Park have advanced three places in the table and are now above their opponents of to-day.

English Leaders.

	P.	W.	L.	D.	F.	A.	Pts.
Everton	39	25	11	8	115	61	53
Arsenal	40	20	10	10	80	47	50
Wednesday	40	21	13	5	93	77	48

Relegation Table.

	P.	W.	L.	D.	F.	A.	Pts.
West Ham	40	12	21	7	60	100	31
Blackpool	40	10	21	9	60	99	29
Grimsby	39	12	23	4	56	89	23

Scottish Leaders.

	P.	W.	L.	D.	F.	A.	Pts.
Motherwell	37	29	2	4	116	31	64
Rangers	37	27	5	5	107	37	57

MENINGITIS.

**Epidemic Showing
Improvement.**

Interviewed by a China Mail representative this morning, Dr. G. Pope, Medical Officer of Health, said that only one case of meningitis had been reported up to noon to-day.

POSITION AT AMOY UNCHANGED.

The position at Amoy is unchanged, according to a wireless message received by the Naval authorities to-day from the Devonshire.

Yesterday there were eight cases. The number since the beginning of the present week is 13, which is exactly half of the total cases reported last week.

There are still two days left of the current week, but it is not anticipated that many cases will occur, so that an improvement over last week can be expected.

Dr. Pope added that if the sunny weather continued the epidemic would gradually disappear. Excepting for the few European cases occurring at the earlier stage of the epidemic, the non-Chinese population have been immune. He thought that the last non-Chinese case was that of the late Mr. Manuk.

Most of the cases have been among the Chinese of the lower classes.

BOMB EXPLOSION VERDICT.

**Inquest Into Death of
Coolie.**

"WILFUL MURDER."

The inquest into the death of Tsai Yuen, a Cathedral coolie, who was killed as the result of a mysterious bomb explosion in the grounds of the St. John's Cathedral on the morning of March 30, was concluded before Mr. Schofield (as Coroner) in the Central Police Court this morning.

The Jury, comprising Messrs. L. A. Whipples (foreman) J. M. Sunley and Lo Kum-ying, returned a verdict of "Wilful murder against some person or persons unknown."

The Coroner, in summing up, said the medical evidence went to show that the deceased may have picked it up while he was in a stopping position, and tried to open the "rolled oats" tin. The fragments found in the deceased's arm had not been reserved as they certainly should have been.

He continued—"There is no evidence to show who brought the bomb there, and it is very clear that the death of the deceased was due to this bomb. No evidence either of who the bomb was intended for."

After explaining the law on the subject, the Coroner concluded—"I think, therefore, that the only verdict that you can arrive at the present state of the evidence is that death was due by wilful murder against some person or persons unknown."

THIEF CAUGHT IN ACT.

H.M.S. VETERAN INCIDENT.

A Chinese man, who boarded H.M.S. Veteran yesterday afternoon, without permission, was caught in the act of stealing money in a cabin, by Sub-Lieutenant G. R. Carver, who was resting at the time, and handed over to the Dockyard Police authorities.

The culprit appeared before Mr. Schofield in the Central Police Court this morning, when he pleaded guilty to charges of the theft of \$3.22, and trespassing on the ship.

It was stated that when questioned as to his authority for boarding the ship, defendant said he was sent there by Ah Kwai's No. 1 painter. He produced a ticket similar to those issued by Ah Kwai, also a file. On investigation his statement was found to be untrue.

His Worship passed sentence of one month's hard labour on the first charge, and imposed a fine of \$10 or ten days on the second, the terms of imprisonment to run consecutively, in the event of the fine not being paid.

CLOUDY.

The weather report from the Royal Observatory states:—

The depression has moved rapidly into the sea of Japan and a weak anti-cyclone has developed over N. China.

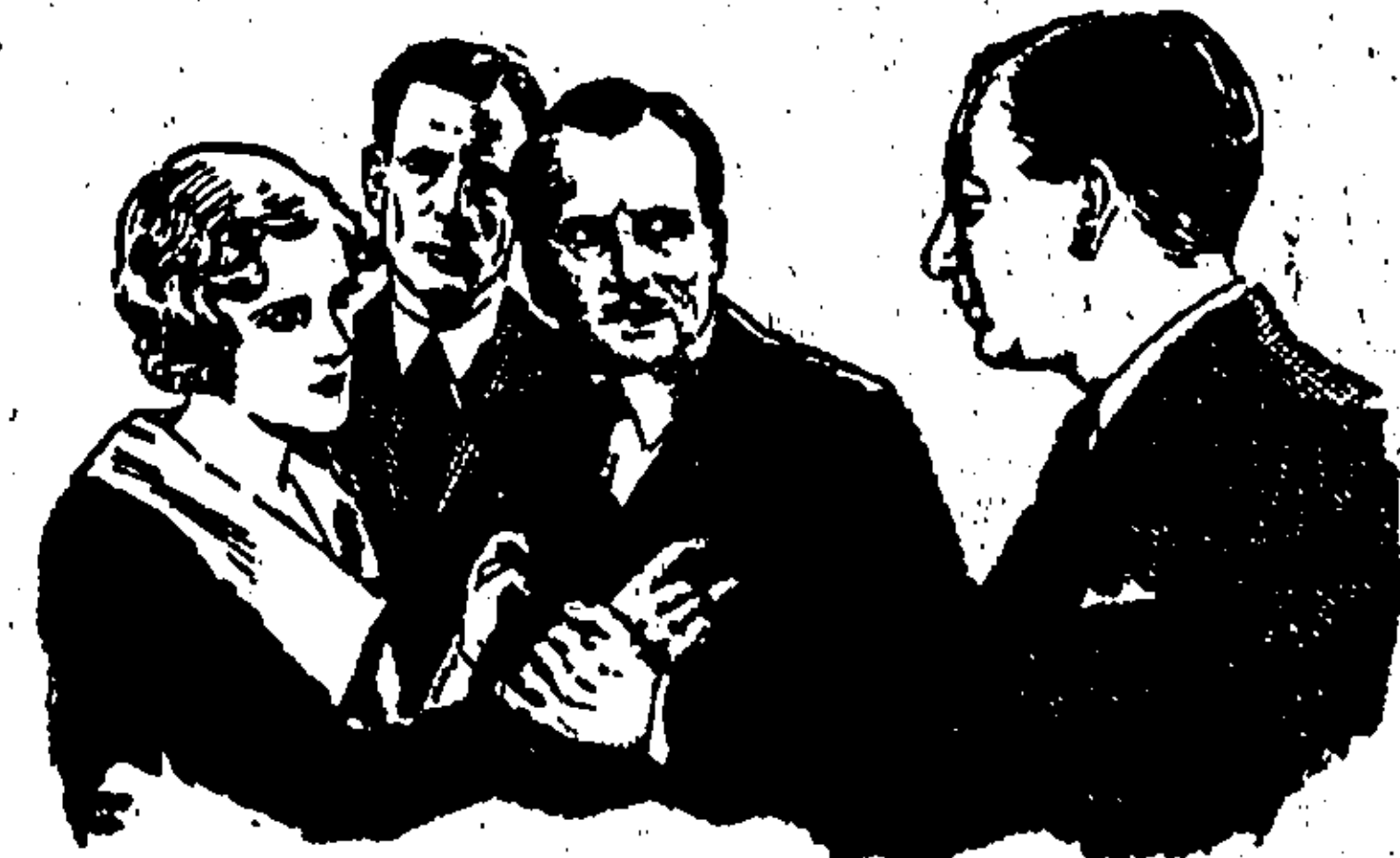
FORECAST.

East winds, moderate, cloudy generally.

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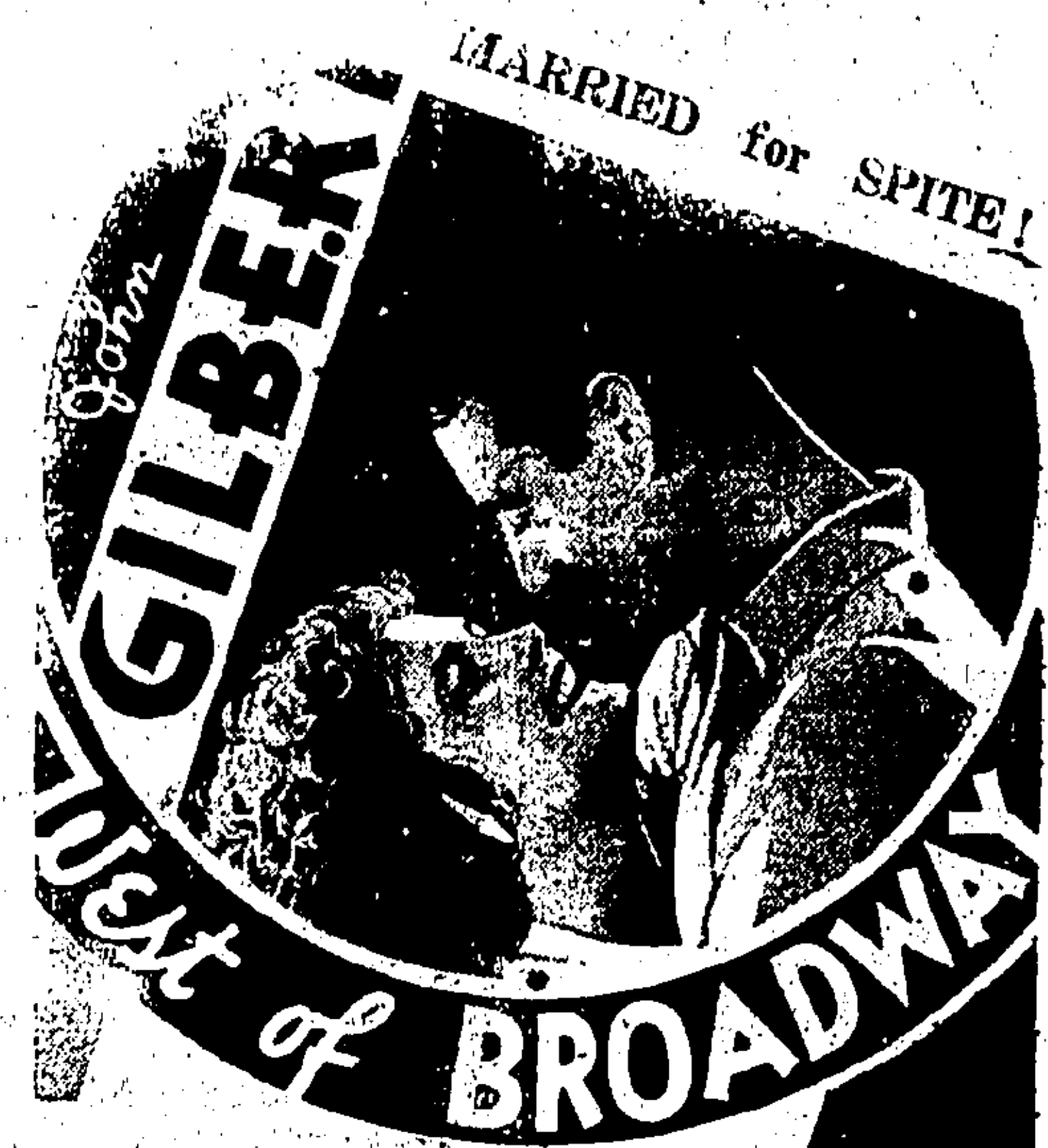


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